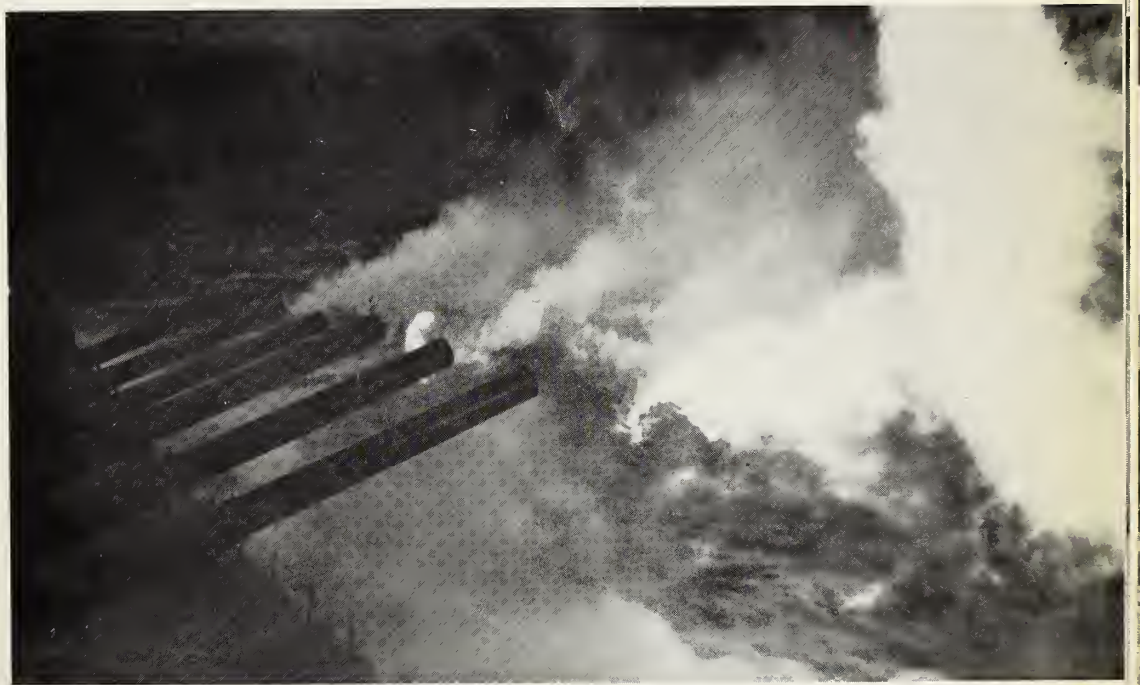




Fleet Service Schools
Norfolk, Virginia



ANCHORS AWEIGH



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FRANKLIN DELANO ROOSEVELT

Commander-in-Chief



JAMES E. FORRESTAL

Secretary of the Navy



ERNEST J. KING
*Commander-in-Chief United States Fleet
and Chief of Naval Operations*



UNITED



STATES NAVY

The seeds of the United States Navy are to be found in the domestic transportation, the overseas trade, and the possibilities for a thriving ship building industry in the colonies. Colonial America was destined to become sea-minded, with every phase of life so necessarily influenced by maritime affairs.

In Massachusetts alone, more than 700 ships had been built by 1676. Out of 7,694 vessels engaged in British commerce in 1775, 2,342 were American built.

American colonial ships were finding profitable trade routes through the principal ports of Europe and the West Indies. But the main sea commerce existed between the Southern colonies and the Mother Country. The English Navigation Acts necessarily saw to this. The majority of the Northern colonies' exports went to Southern Europe.

But it should be remembered that preparation for a fight was an essential part of colonial seagoing plans. A commercial voyage, begun when the world was at peace, might easily end in war between the two contracting countries. It was a common practice for colonial merchant ships to set out on their overseas ventures, armed with substantial batteries of broadside guns.

England was mistress of the seas when war broke out between the colonies and the Mother Country. American ships had found any port open to them under English protection but the coming of the war changed all this. The colonies were forced to fight their own battles, both in trade and in warfare. The American Maritime Service was comprised of many trading ships, but no ships of war for protection had ever been built.

The leaders of the American Revolution found little difficulty in gathering together an army, though untrained. But to organize a navy from commercial vessels, to fight the British men-of-war, was not an easy matter. When the trouble between the colonies and the Mother Country began, the colonies had not a single ship large enough to meet any one of the British fleet. Private persons were granted permission to fit out hundreds of small boats, and these privateer vessels forced the British

Navy to protect their own merchant ships, thereby lessening the attack on American commerce to some extent. But this was only a makeshift navy. The first session of the Continental Congress said nothing about ships. To intercept merchant ships bringing supplies to British troops stationed in the colonies, the small armed vessels of the colonists were used, manned by New England seamen. At first, this was done under the auspices of Rhode Island and Connecticut.

When the second session of the Continental Congress met, the situation was felt serious enough to warrant the appointment of a Marine or Naval Commission, "to consider, inquire and report with respect to the organization of a naval force." With John Adams at its head, the Naval Committee began to function.

Fortunately for the colonists, there was one man among them who had spent his early life as an English seaman. This man was a native of Scotland named John Paul, who added Jones to his name after he came to America. The Commission invited him to come to the meeting.

They met at Philadelphia, and Jones showed them that they could not hope to cope with England for the mastery of the seas. His plan was to build colonial naval vessels, neither too small nor too large. He thought that a squadron of frigates, ships rating from 32 to 36 guns, should be kept constantly in British waters, merely to harass the enemy. He further advocated one sharp encounter, which would raise Europe's estimate of the colonies. This could be accomplished by bringing the prize into some French port.

Congress abided by his suggestions and in 1775 ordered 13 frigates to be built. And, in 1776, the Navy had 31 cruisers mounting 586 guns, supplemented by no less than 136 privateers mounting 1,360 guns. The government war vessels in service during the Revolution numbered 64, including the flotilla on Lake Champlain. The destruction that these ships meted out to the British Navy was one of the strongest factors leading to peace. The American force captured 196 vessels, valued at about \$6,000,000. The privateer auxiliary force took some 600 British ships.



JOHN PAUL JONES—Whose famous words, "I have not yet begun to fight," in the victory of the *Bon Homme Richard* over the *Serapis* in 1779, gave our Navy its first bit of glorious tradition.

Congress formed the nucleus of her Revolutionary Navy by purchasing two ships, the *Alfred* and the *Columbus*, and two brigs, the *Andrea Doria* and the *Cabot*. They were converted to warships and Esek Hopkins, now almost forgotten, was made Commander-in-Chief of the Navy.

With this beginning of a naval force, Hopkins did what he could to fight the British. The first ship captured was the *Edward*. John Barry, in the *Lexington*, was responsible for this action. Later he took command of the *Raleigh*.

John Paul Jones, after some small successes in local waters, left to carry the war into British waters. The British insisted upon calling him a pirate when he attacked the forts at Whitehaven and landed upon Scottish soil. He planned to go right around the British Isles, but, in the Irish Channel, his plans were thwarted. He met the British sloop-of-war, the *Drake*, and after very sharp fighting, captured her and brought his prize into a French port. The *Drake* was a more forceful vessel than the American boat, and when the prize was brought into port, the French could hardly believe their eyes.

With his object to startle the world, Jones did all he could to gather together a squadron. Louis XVI gave him a large merchantman, the *Duras*, and he immediately changed her name to the *Bon Homme Richard*, in honor of Benjamin Franklin. Within three months, he had a squadron of five ships ready and was off to sea.

The summer was spent cruising around the British coast, alarming the people. But one morning, a British convoy of forty sails was sighted off Flamborough Head. They were sailing under the protection of two British men-of-war, the *Serapis*, commanded by Captain Pearson, and the *Countess of Scarborough*, commanded by Captain Piercy. Captain Jones ordered his ships to fall in line and immediately gave chase to the enemy convoy. The merchantmen got away, but the two men-of-war accepted the challenge and drew up for the fight. It was a bitter struggle, and when for a time firing ceased on the *Bon Homme Richard*, Captain Pearson asked if she had surrendered. "No, I have not yet begun to fight," answered Captain Jones.

The American captain maneuvered his boat to the side of the *Serapis* and anchored the two ships together. Captain Pearson struck his own colors, but the *Bon Homme Richard* was sinking. She sank the next day, but she had captured the ship which sank her.

The *Hancock*, *Raleigh* and *Randolph*, along with other cruisers authorized by Congress, were excellent ships and there were none superior afloat to the *Alliance* and *Confederacy*, built toward the close of the war.

In 1777, Commodore Nicholas Biddle sailed from Charleston in the frigate *Randolph*. Accompanied by four vessels of the South Carolina Navy, the *General Moultrie*, *Notre Dame*, *Polly* and *Fair American*, Biddle set out on an offensive, searching for British vessels in the vicinity. Learning of the enemy's departure, he proceeded to the West Indies. Near Barbados, his squadron fell in with the 64-gun ship, the *Yarmouth*, and engaged her.

Though wounded early in the action, he directed affairs from a chair on deck. But the *General Moultrie* fired on the *Randolph* by mistake and, though the *Randolph* handled the *Yarmouth* very roughly for a period of about fifteen minutes, she blew up in her moment of glory. The rest of the squadron escaped.

In September of the same year, Commodore Barry, in command of the *Raleigh*, sailed from Boston alone. Almost immediately, he sighted the British vessels, the *Experiment* and the *Unicorn*. Barry sought escape but, after almost three days, the *Unicorn* caught up and in a few broadsides did considerable damage to the *Raleigh*. After receiving three more broadsides from the *Experiment*, the *Raleigh* struck for shore, but the fighting continued. Barry landed the crew during the night, first arranging combustibles to destroy the ship. Why the orders to burn the ship were not carried out, no one knows, and the British caught the *Raleigh* afloat and commissioned her in the British service. A court of inquiry absolved Barry of any blame.

Mention should also be made of the successful squadron cruises in 1779. The frigates *Warren*, Commodore J. B.

Hopkins; *Queen of France*, Captain Olney; and *Ranger*, Captain Thomas Simpson, captured the British privateer, *Hibernia*, east of Cape Horn. The next day they chased a convoy from which seven ships were taken, including the twenty-gun *Jason* and the privateer *Mariah*.

In June, the American ships, the *Boston* and the *Confederacy*, captured the British privateer ship *Pole*, the six-gun schooner, the *Patsey*, and one other prize.

A squadron, under Commodore Abraham Whipple, operating east from Boston in July, captured eleven very valuable prizes from a convoy headed homeward from Jamaica. Three of the captured vessels were subsequently recaptured, but the remaining eight vessels were safely taken into Boston.

The frigates, *Deanne* and *Boston*, were equally as successful on a cruise out of Chesapeake Bay later in the summer. They captured eight prizes, including the sloop-of-war, *Thorn* and the packet ship, *Sandwich*.

Mention should also be made of the naval force fitted out in New Orleans by Oliver Pollack.

A setback to the colonists occurred, however, when the Penobscot Expedition met disaster with a British naval force, headed by the 64-gun ship *Raisonable*. Commodore Saltonstall, Captain Moses Brown and Captain Hacker were in

command of the American ships, the brig *Diligent*, the frigate *Warren* and the sloop, *Providence*, respectively.

And, on the very next day, Commodore John Paul Jones and his squadron was sailing around the British Isles on the epic cruise previously described.

At home a few months later, a small but gallant Navy suffered a disaster when Commodore Whipple led his squadron to aid in the defense of Charleston, S. C. The frigates, *Boston*, *Providence*, *Queen of France* and *Ranger*, were trapped when Charleston capitulated to the British.

With French cooperation in the war against Great Britain forthcoming in 1780, Washington felt much encouraged, but failed to accept French reinforcement of troops without a decisive naval participation. And, six months later, the fleet of Admiral Comte de Grasse was off the Cape of Chesapeake, defeating a weaker British force and sealing Cornwallis' doom at Yorktown.

The Virginia State naval forces aided in the transportation of troops and supplies for the Yorktown campaign. And, for many months before the Yorktown campaign and thereafter until the end of the war, the Continental Navy activities were at a low ebb. This little force had carried its heavy burden well throughout the war.

Commanded by John Paul Jones, the *Bon Homme Richard* fought and captured the British ship *Serapis* in a stirring battle by moonlight off Flamborough Head in 1779.



Progress stopped with the coming of independence, however, and the vessels were sold and the men discharged.

Trouble with France came later. As France was still at war with England, she looked toward the United States to protect the West Indies. France attacked our ships when she realized that Washington was determined to stay out of the quarrel. Three frigates, the *Constellation*, the *Constitution* and the *United States*, had been built in 1794. The senior officer, with the rank of Commodore, was the same John Barry who had distinguished himself in the Revolution. This infant Navy was soon ordered by Congress to proceed to the West Indian waters.

The *Constellation*, Captain Thomas Truxton, met the French frigate, *L'Insurgent*, off St. Kitts; several hours of hard fighting convinced the French to haul down their flag. And, just one year later, *La Vengeance* was silenced by the *Constellation*.

The trouble with France had barely ended when the United States was once more thrust into fighting. For a long time, pirates from the Barbary Coast had been preying upon the commerce of Christian nations. The countries of Europe and the United States had been paying tribute to these pirates, but the more they received the more dissatisfied the pirates became. War was inevitably declared and the Americans soon had a squadron in the Mediterranean.

When the *Philadelphia*, Captain William Bainbridge, ran into a reef in the harbor of Tripoli, she fell into the hands of the enemy. Stephen Decatur planned to go into the harbor and destroy the American ship, which was now manned by the enemy. With seventy men, he reached the ship, overpowered her crew and set the *Philadelphia* ablaze.

At this time, the United States was once more restlessly holding her peace with Great Britain. British men-of-war were seizing American merchantmen and the Americans soon became exasperated. The feeling steadily grew worse, when British ships stopped American vessels and seized members of her crews, saying that they were British citizens. War was declared in 1812.

The first encounter on the sea took place when Captain Isaac Hull, in command of the *Constitution*, met the English frigate, *Guerriere*, a hundred miles east of Boston. Captain Dacres of the British boat opened fire, but the *Constitution* held back. Hull meant that every shot should tell. Crouching until the *Guerriere* was well within pistol range, Hull shouted, "Now, boys, pour it into them." The *Guerriere* was so damaged that Captain Hull could not even bring his prize into port.

Captain Stephen Decatur, commanding the *United States*, scored a victory over the *Macedonian* no less brilliant than Hull's. This action took place in the vicinity of the Azores.

During the same year, Bainbridge, on the *Constitution*,

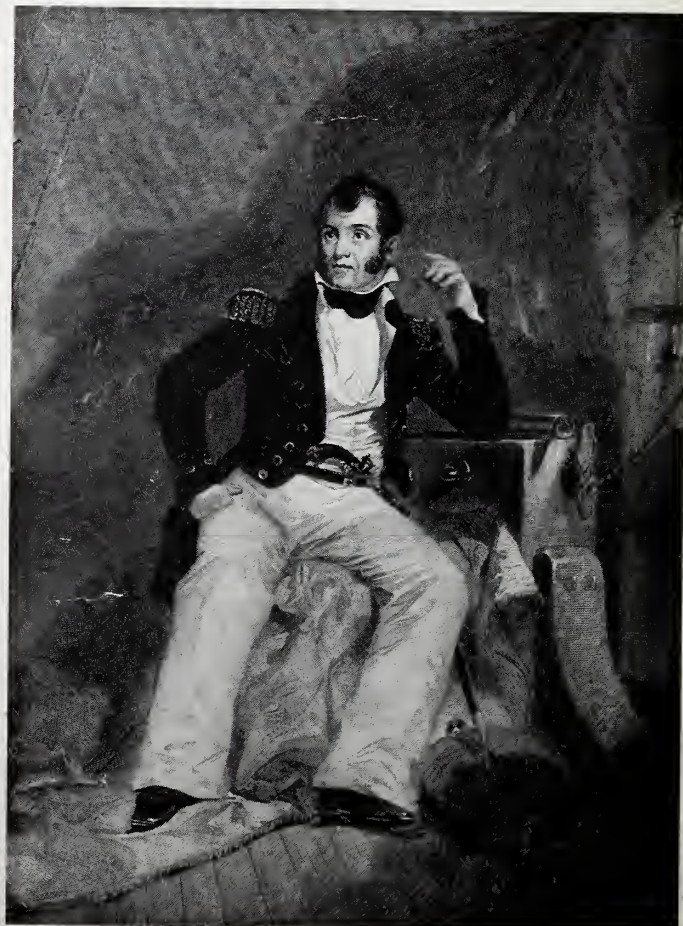
sank the British vessel *Java* off the Brazilian coast in less than two hours. The Americans were so carried away with the victories of this ship that they proudly called her *Old Ironsides*.

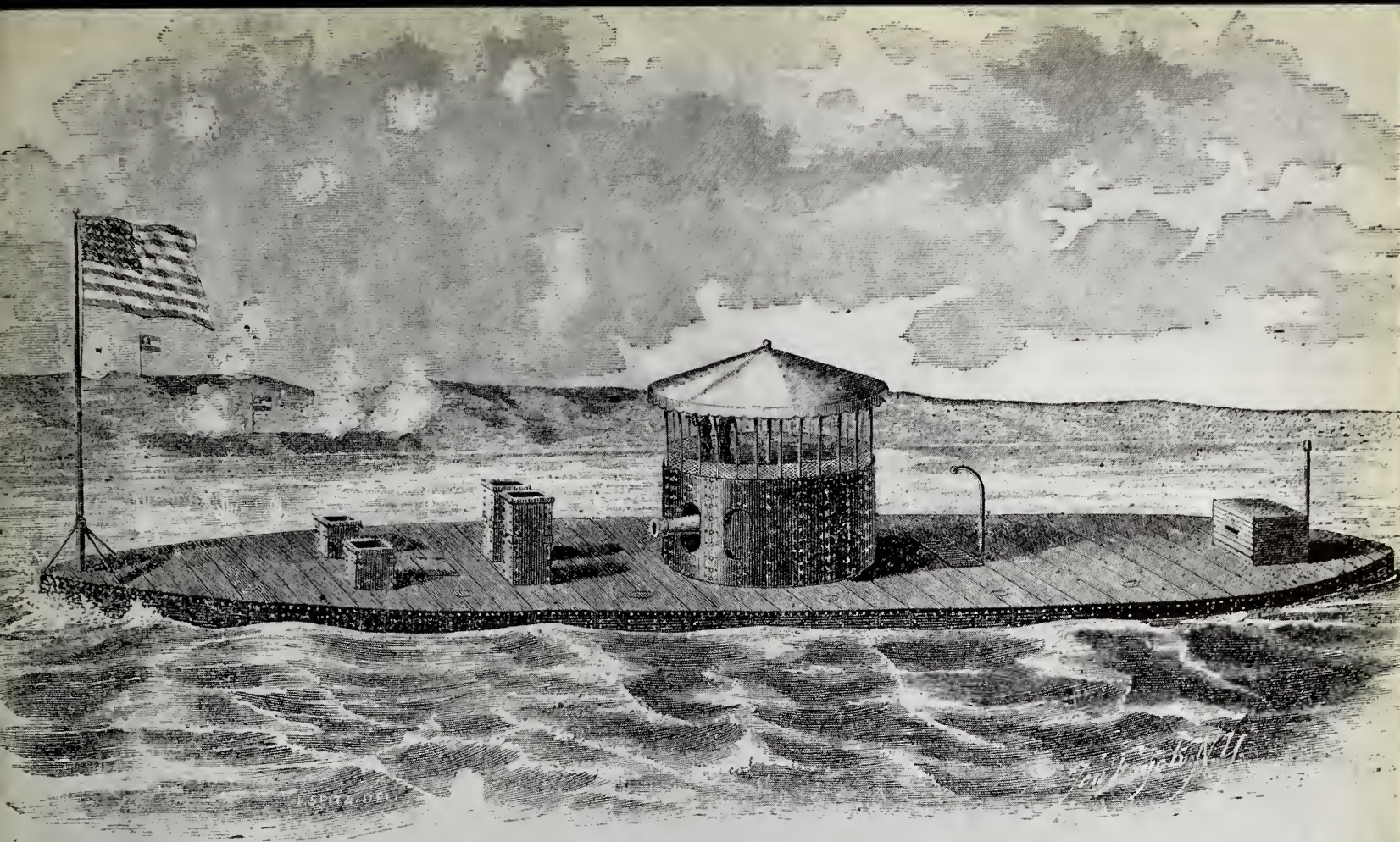
The English suffered a defeat such as they had never had before on the sea. Even the smaller United States vessels were victorious. The *Enterprise* took the *Boxer*; the *Essex*, under Captain David Porter, captured many merchantmen while sailing around Cape Horn.

The *Chesapeake* was the first American ship lost. She was at anchor in Boston when Captain James Lawrence was sent to fit her out for sea. He found, upon his arrival, that nearly all of the original crew had left, and he was forced to accept the *Shannon's* challenge, though unprepared and undermanned. The *Shannon* proved too much for the *Chesapeake* and she was terribly shattered. Captain Lawrence was mortally wounded and, though his dying words were, "Don't give up the ship," the surrender could not be prevented.

Events of the war looked unfavorable, when a young officer, Oliver Hazard Perry, was sent to Presque Isle on Lake Erie. When he arrived, he found the keels of two

OLIVER HAZARD PERRY—Quick-thinking and ingenious under adverse conditions, this young naval officer captured an entire British fleet on Lake Erie, advancing the American Navy considerably in the eyes of impressed European nations.





THE VICTORIOUS UNION GUNBOAT "MONITOR."

Published by Caldwell & Co. 37 Park St.

The great naval development of the Civil War was the raft-like and ironclad *Monitor*, which revolutionized marine warfare and helped develop in a short time the improvement of naval construction.

brigs laid and three gun boats well under construction. The two brigs were the *Lawrence* and the *Niagara*. The British were alarmed at the news of the Americans' industry and Captain Barclay of the British Navy rushed his squadron to blockade the American ships at Presque Isle. But Perry was too quick for him and had his ships already sailing on Lake Erie on the look-out for the British.

Perry sailed to Malden with the intention of attacking the British fleet there. Sailing on his flagship the *Lawrence*, displaying a blue banner bearing the words, "Don't give up the ship," he advanced to meet the British. The *Lawrence* was shattered and most of its crew killed, but Perry, along with eight men and his little twelve-year-old brother, set out in a rowboat through a volley of fire. They managed to reach the *Niagara*, another American ship, and the fighting continued. Perry sailed into the midst of the British fleet and, surprisingly, within fifteen minutes, Captain Barclay was forced to surrender. For the first time, a message bore the news of the capture of an entire British fleet. "We have met the enemy and they are ours—two ships, two brigs, one schooner and one sloop."

The year 1814 saw another American fleet of fourteen small vessels under Thomas Macdonough. They were attacked by a large British fleet under Captain Downie, but the Americans won the day.

With the exception of the Battle of New Orleans, all major battles of the War of 1812 were fought and won on the sea by a gallant and up-and-coming Navy.

This war found the United States with a navy of 17 ships, aggregating 15,300 tons and carrying 442 guns, manned by 5,025 men. It had no adequate means of any sort for repair or refitting of the vessels. After peace had been assured, the permanent establishment of the Navy had been set at twelve ships of the line, fourteen first-class frigates, three second-class frigates, six sloops of war and a proportionate number of smaller vessels.

Between 1814 and 1825 the more famous craft built were the 74-gun ships *Washington*, *Franklin*, *Columbus*, *Ohio*, and *Delaware*. The *North Carolina* with 102 guns in three tiers of port holes was for a time considered the most powerful warship afloat.

In the meantime the possibilities of steam warships were looming up. The *Demologes* had been built in 1813, but she was accidentally blown up in 1829. She was succeeded in 1837 by the *Fulton the Second*, a wooden steam battery. It proved a failure, however. The *Mississippi* and *Missouri*, side-wheel steamers, were constructed four years later, and were followed in 1837 by the *Susquehanna* and *Powhatan*. In 1844 the first screw steam war vessel ever built

was launched. It was the *Princeton* designed by Captain John Ericsson. Though broken up in 1849, she was in service long enough to aptly illustrate the naval importance of screw propulsion.

The Engineer Corps of the Navy, amalgamated with the Corps in 1899, was organized by an act of August 1, 1842. And in 1845, The United States Naval Academy was established at Annapolis.

The screw steam war vessel was now fully developed, and between 1856 and 1859 the *Niagara*, *Merrimac*, *Colorado*, *Minnesota*, *Wabash* and *Roanoke*, frigates, were built. The sloops *Brooklyn*, *Lancaster*, *Hartford*, *Richmond*, *Pensacola*, *Pawnee*, *Michigan*, *Narragansett*, *Dacotah*, *Iroquois*, *Wyoming* and *Seminole* were built.

In the War with Mexico, the Navy was primarily used to transport troops and supplies. The nearest base was at Pensacola, nearly 900 miles from Vera Cruz, and it was poorly equipped.

On May 4, 1846, Conner sailed from Vera Cruz in response to reports that a Mexican army was attempting to attack General Taylor at Port Isabel. The Mexicans had crossed the river when the squadron arrived on the 8th at Brazos de Santiago. About five hundred seamen and marines were landed, though General Taylor's victory kept them out of the battle.

The Navy next gave assistance to Taylor's troops in crossing the Rio Grande in the project headed towards Monterey. In the meantime, Fremont's California Battalion was at work on the West Coast.

Perhaps the most noteworthy naval expedition was the capture of Vera Cruz. But the main work of the American Navy in the War with Mexico was the blockade which she effected and the ports which she captured, all of which helped to produce a desire for peace on our terms among the Mexican People.

In 1846 Commodore Biddle undertook to open American commerce to Japan, and though his project was barren in its immediate result, this pioneer project paved the way for the ultimate success of Matthew C. Perry eight years later.

In the meantime the Dahlgren shell gun began to replace the older type of smooth bore. But when the Civil War broke out, the Navy had once more become greatly reduced.

One of the prime factors sealing Confederate defeat in the Civil War was the Union blockade of Southern ports.

When the United States Naval Yard at Norfolk was abandoned, a new vessel, the *Merrimac*, was sunk. The Confederates raised her, cut off her sides, added a sloping roof of iron and renamed her the *Virginia*. On March 8, 1862, she came out and destroyed the *Cumberland* and the *Congress*. But on the next day, when she came out to finish the destruction of the Union fleet, she was met by "a little



DAVID GLASGOW FARRAGUT—Famous naval commander of the Union Forces, sailed up the Mississippi to New Orleans through fire of two powerful forts to capture the prize city on April 25, 1862.

cheese box on a raft." This was the *Monitor*, an ironclad ship of a new type, invented by a man named Timby and improved by John Ericsson. The two ships fired at each other for five hours, neither doing any harm to her enemy. However, the *Merrimac* was no longer the dread of the seas, and was destroyed by the Confederates when they surrendered Norfolk to the Union forces.

A memorable success for the Union forces was Admiral Farragut's expedition up the Mississippi to New Orleans. He passed through the fire of Fort Jackson and St. Phillip to take possession of the city.

In accordance with American naval policy, as illustrated after each previous war, once more the United States greatly reduced its Navy after the Civil War. By the fall of 1866 the total number of vessels in commission numbered only 115. League Island was used as a storage base for the monitors, and there they were gradually destroyed. Five were retained, however, and were used in brief harbor visits during the Spanish-American War. But the monitors, the *Miantonomah* and the *Monadnock*, made long voyages and illustrated the sea-going capacity of these turret ships. Their

voyages to Europe and around Cape Horn, respectively, doomed to final distinction the wooden man-of-war.

But, one by one, the vessels were broken up or sold, and 1881 saw the country practically defenseless as far as sea power was concerned. The Secretary of the Navy said in his report of 1887, "It is often the subject of wonder what has become of the \$70,000,000 spent upon war vessels since the close of the War, in view of the fact that there is now no Navy." Though the ships of the United States Navy were few, the men who handled them did not retrogress. The quality of the Navy personnel remained of the best.

Secretary Hunt appointed an advisory board in 1881 to determine the requirements of a new Navy. The Board recommended 21 armored vessels and 70 unarmed ones, but it should be noted that the Board required that the material of construction should be steel. And, in May of 1887, contracts were signed with the Bethlehem Iron Company for gun forgings and armor plates. During the same year, the now great naval gun factory in the Washington Navy Yard was begun.

Our modern Navy saw its beginning with the construction of the steel vessels the *Dolphin* and the *Atlanta*, *Boston* and *Chicago*. After 1888 the increase became rapid, and the outbreak of the Spanish American War in 1898 found the United States with a steel fleet of 77 vessels.

This fleet included several coastline battleships such as the *Iowa*, *Indiana* and *Oregon*. The powerful armored cruisers, the *New York* and the *Brooklyn*, were also a part of this much improved fleet.

Our Navy practically annihilated that of Spain, during the Spanish American War, in 110 days. And, in addition to the great naval battles of Manila and Santiago, the famous rush of the *Oregon* from San Francisco to Jupiter Inlet, Florida around Cape Horn further proved the capability of this new steel Navy. The *Oregon* had covered some 14,000 miles in 68 days without an accident.

Since the liberation of Cuba had been stated as the object of the War, Sampson believed it necessary to attack its capitol city, Havana. Admiral Cervera, with his weak Spanish squadron, was supposedly off Cape Verdes. The news arrived that Cervera had left the Cape but was later contradicted. Sampson was instructed to open hostilities by blockading a portion of the Cuban coast.

Dewey had held his squadron in Hong Kong since February, and though ill-equipped with supplies, he held his vessels in readiness. His squadron comprised the *Olympia*, *Boston*, *Raleigh*, *Concord*, and *Petrel*. The Squadron sailed on April 27, passed through the silent batteries on Corregidor, and arrived before dawn at Manila. The amazing victory of Commodore Dewey at Manila has been recorded many times, and it should be noted here that it put the Commodore in control of the

SQUADRON OF EVOLUTION-UNITED STATES NAVY



situation at Manila. America had suddenly become an Oriental power.

In the meantime, Sampson had decided to relieve the situation at San Juan. Smaller vessels of the fleet upheld the blockade at Havana. Schley at Santiago, aided by other naval personnel, accomplished his purpose, and it was through these decisive naval actions that the War was brought to a close. The naval victory off Santiago brought the War to an end.

The history of the United States Navy from the end of the War in 1898 to the advent of vessels of the Dreadnaught type demands but little attention. Good vessels were built, but on no large scale.

In 1906, an enlarged building program was inaugurated, and when war was declared on Germany in April of 1917, the tonnage of the United States Navy was 1,500,000. A great program of naval expansion was entered upon in 1916, due to the strained conditions already existing between Germany and the United States. The building period was to last three years, the total cost to reach approximately \$520,000,000. During the first year, four battleships, four battle cruisers, four scout cruisers, 30 submarines, and 20 destroyers were laid down. This was followed by six more battleships, two battle-cruisers and a number of smaller vessels.

With the opening of hostilities, the United States had 787 vessels of all kinds, including a large number of submarine chasers.

The personnel of the Navy was increased from 19,500 to 322,000. Naval reserves grew from a few hundred to 42,000. Ships in commission increased from 300 to 1,000; and the monthly expenditure jumped from \$8,000,000 to \$60,000,000.

The American Navy's role in the first World War was not rich in direct contact with the enemy. The old armored cruiser, *San Diego*, sank from a mine. The *Minnesota* hit another and barely made port. Two armored yachts were torpedoed in the Mediterranean, and the destroyer *Jacob Jones* was similarly hit in the Channel by a German U-Boat. The U. S. destroyers, *Fanning* and *Nicholson*, sank a sub and captured her crew while the armored yacht, *Christabel*, severely damaged another. A powerful battery of naval guns on railway mounts aided in the offensive on Sedan and Meziere during the final Allied drive.

Our Navy's primary role in this War was to convoy troop ships, bring over supplies and suppress the submarine menace.

At the close of the European War, our Navy had increased to an organization, equipped to fight, of more than 2,400,000 tons. Three superdreadnaughts, the most powerful afloat, were added in 1917 and 1918. More than 100 destroyers were built and many other vessels. In 1919



ADMIRAL EVANS, in command of the United States Navy, sailed with the entire fleet in one of the most spectacular cruises in Naval History. The excursions around the Atlantic Coast from December 16, 1907, to February 20, 1909, went without mishap, creating public good-will for a future and large building program.

the Navy adopted the policy of maintaining two great fleets—one in the Atlantic and one in the Pacific.

Naval aviation expanded extraordinarily during the War and resulted in making the Navy's air arm an integral part of the fleet. In 1919 Lieutenant Commander A. C. Read, in the sea-plane, NC-4, made a pioneer flight across the Atlantic. The principal problem, however, was to closely connect the planes with the ships. The work of Rear Admiral Moffett as Chief of the Bureau of Aeronautics, from 1921 to 1933, is noted for the progress made in the incorporation of aircraft with men-of-war. By 1935 nearly 1,000 planes were on hand, serving with the fleet. Practically all battleships and cruisers carried planes as part of their regular equipment.

But this program of naval expansion was abruptly halted in 1922 by the agreement made with Great Britain, Italy, France and Japan at the Conference on Naval Disarmament held in Washington. By the terms of this five-power treaty, signed in Washington, the United States was permitted a tonnage of 525,000 and was placed on an equality with Great Britain.

The Washington Treaty was to remain in force until December 31, 1936; but in 1934, Japan became dissatisfied

with the 5-5-3 ratio and insisted upon her right to parity with the strongest naval powers. Under the terms of the Treaty, this action necessitated the calling of a conference. The conference was held in London in 1935, and in 1936, the United States, Great Britain and France signed a qualitative treaty. Japan and Italy declined to sign.

The surprise attack on the American air forces and fleet at Pearl Harbor by the Japanese was marked by a treachery unparalleled by civilized peoples. The attack occurred in the midst of diplomatic negotiations in Washington which had only been undertaken at the urgent request of the Japanese. And the result of the attack was an all-out war on the part of the United States, which far outweighed the temporary naval advantages gained by the Japanese.

However, the immediate result was a virtual demobilization of our fleet in Hawaii. Fortunately, a strong part of the fleet bound for the Philippines escaped disaster and was diverted to Australia.

Guam, Wake and Midway were promptly attacked. Our Navy found itself a victim of the preceding long era of pacifism which had not only kept down the number of ships, but also prevented adequate base facilities and defense as the steppingstones to the Philippines.

Germany and Italy declared war on the United States on December 11, 1941, and we were thus engaged in a global conflict. But first of all, troops had to be transported and protected from the Aleutians to Australia. Protection of lend-lease convoys had to be maintained. Meanwhile, Japan set about reaping the fruits of her many arduous years of planning and preparation.

Immediately the enemy launched attacks upon the Philippines and Northern Malaya. General Douglas MacArthur's greatly outnumbered American-Philipino Army could only delay any decisive action while falling back on Bataan. Manila and the naval base at Cavite were abandoned necessarily. Fortunately, Admiral Thomas Hart had withdrawn his few cruisers and destroyers to Dutch East Indian bases. A few marines and bluejackets remained behind to reinforce MacArthur's troops.

There were not enough airplanes, food or ammunition on Bataan and Corregidor. Near starvation forced the fall of Bataan on April 9, 1942, and that of Corregidor on May 6.

The Japanese on Malaya had meantime progressed with great success. The British had already lost her two destroyers, the *Prince of Wales* and the *Repulse*. Though placed on the defensive, the remaining forces of the United Nations managed to escort ten convoys of reinforcements to that place by February 15 and before the fall of Singapore.

The Japanese also pushed into Burma and through amphibious warfare kept going southward among the Dutch

East Indies. They were opposed by a small naval squadron under Admiral Hart, together with Allied forces. American destroyers made a night attack on a Japanese convoy in Macassar Strait on January 24. And on the 25th and 26th, attacks were made which disrupted a large-scale landing attack of the enemy.

But the Japanese seized many positions in the far-flung archipelago. On the 27th, north of Surabaya, Java, the decisive naval battle of the Java Sea took place. The Dutch Admiral Doorman attacked a much stronger enemy squadron and during that night, all five cruisers were sunk. The Dutch *DeRuyter* and *Java*, the British *Exeter*, the American *Houston* and the Australian *Perth* went down. The Japanese in the meantime had captured Malaya with Singapore and were overrunning Sumatra and Java and other points in the New Guinea region.

At the request of the Australians, President Roosevelt ordered General MacArthur to proceed to Australia. He escaped from Bataan by fast naval motor boats. They safely reached Mindanao and the General was flown to Australia by army planes.

On January 31, Admiral Halsey with a strong force of carriers, cruisers, and destroyers surprised seven widely separated points in the eastern Marshall Islands simul-

The value of the Navy as a peaceful support of state policies was recognized by Theodore Roosevelt, twenty-sixth President of the United States, and for this reason its advance during the period between the Spanish and World Wars was rapid, developing the Navy as an ally of diplomacy.



taneously. Gunfire and bombs damaged enemy shore installations and air fields. Forty-one Japanese planes were destroyed, and 16 ships, including an aircraft carrier, cruiser, destroyer and two submarines met the same fate. Halsey also raided Wake Island on February 24 and Marcus Island on March 4.

Eighteen Japanese heavy bombers attacked a task force headed by Admiral Wilson Brown early in March, west of the Gilbert Islands. Our ships proved well able to take care of themselves. All but two of the enemy planes were shot down by our planes and anti-aircraft guns. Lieutenant Edward H. O'Hara, U. S. N. (deceased), accounted for six. Our ships were not damaged and the Americans lost only two planes and one pilot.

Admiral Fletcher's carrier planes, operating from south of New Guinea, made a brilliant and successful surprise attack against Japanese bases at Salamaua and Lae. And, on April 18, army bombers led by General James H. Doolittle, presumably with naval cooperation, amazed Japan by attacking Tokyo, Yokohama, Kobe and Nagoya.

On May 4, Admiral Fletcher initiated the Battle of the Coral Sea with a surprise air attack on Tulagi. Our loss was only three planes and we sank or damaged a number of Japanese cruisers, destroyers, other vessels and planes. Our planes also sank one carrier and damaged another. However, the American carrier *Lexington* was severely damaged, and while making for her base, caught fire and blew up. She was abandoned with little loss of life and was sunk by American torpedoes.

Since January, 1942, our naval operations in the Pacific have been under command of Admiral Chester W. Nimitz with headquarters, as Commander-in-Chief of the Pacific Fleet, in Pearl Harbor. Admiral Ernest J. King, Commander-in-Chief of the U. S. Fleet and Chief of Naval Operations, directed him.

Beginning on June 4, a great Japanese armada of 80 vessels was intercepted approaching Midway. The battle lasted three days, until the Japanese withdrew in great disorder. They lost ten large ships, and ten others were severely damaged. The ships sunk included several carriers. It has been estimated that 275 Japanese planes were destroyed. The Americans lost one destroyer and the carrier *Yorktown*.

At the same time, a small enemy force bombed Dutch Harbor, doing considerable damage. They occupied Kiska and other points in the extreme western Aleutians and a minor type of warfare began in this fog-bound region. On August 7, several cruisers, under Admiral Theobald, surprised the enemy on Kiska and did more damage in 20 minutes than all our months of bombing had accomplished. And in October an Army expeditionary force, operating from Dutch Harbor established a base about 400 miles farther west, with naval support.

In the meantime on August 7, the Navy launched its first really important offensive and captured the recently established bases and airfields of the Japanese on Tulagi

and Guadalcanal. This success greatly eased the menace to Australia and to our transpacific supply lanes.

Immediately after Pearl Harbor, the Nazis extended their U-boat operations to the western Atlantic and the U. S. fleet, having no effective means of immediately answering the threat, losses to American shipping was great. Gradually Allied counter measures became effective and by 193 the losses began to go down.

Convoy duty and anti-submarine patrols occupied the Atlantic section of the fleet during the early stages of the war and they were able, with the aid of the RAF Coastal Command, to guarantee the safety of most major convoys even in 1940.

The North African operation employed the largest fleet yet assembled by the Allies and, from that time on, active participation of the Navy in the African, Italian and Continental campaigns became an important part of the planning and victorious results. Coordinated fire control with officers of the Navy who went ashore with the invaders resulted in invaluable support. Germany's small but well-built battleship force was practically eliminated.

The Navy's part in the invasion of the continent of Europe cannot be told in detail as this is written but, suffice it to say that the Navy played its part and played it well.

Since mid-1940 the aircraft carriers of the Navy have been multiplied by at least eight, if not more. Naval air activities are grouped under a Deputy Chief of Naval Operations and the Bureau of Aeronautics. The Navy early appreciated the potentialities of the air arm and since 1911 have been experimenting with the airplane as a part of its striking force. The first aircraft carrier, the *Langley*, has gone down in history and from it sprung the Navy's dive bombers, the first true ones of this type. In 1939 the Navy's air fleet consisted of something over 2,000 planes. At the start of 1944 it numbered 23,000 and was still increasing.

The part which our Navy played in the battle of the Pacific; the naval action in the north and south Atlantic; the stellar roles enacted by our seamen while on convoy duty, anti-submarine patrol and off-shore watches; the battles in connection with the landing in North Africa, Salerno, Italy, and the invasion of the European continent will have to be told fully when the war is ended, when every deed can be recorded and every action fully described. Even the heroic work of the men and women who built the ships, the laboratory technicians who labored far into the night to invent and perfect the weapons of war which, as time went on, equalled and surpassed those of the powers who had been treacherously preparing for the conflict for years; the women who gave up their parties and good times to enter the Service and relieve men for the fighting zone and the mothers who bravely bade their sons "God-speed" and sent them to sea to fight for the common cause, have a part in this history of our Navy.

Suffice it to say that, with able leadership, good ships and their perfected weapons and the gallant men who sail the seas, fly through the clouds or navigate the waters under the surface, with John Paul Jones, we can tell the enemy, "We have not yet begun to fight."



FLEET-SERVICE-SCHOOLS

N. O. B.

0 9 4 4

NORFOLK VA.



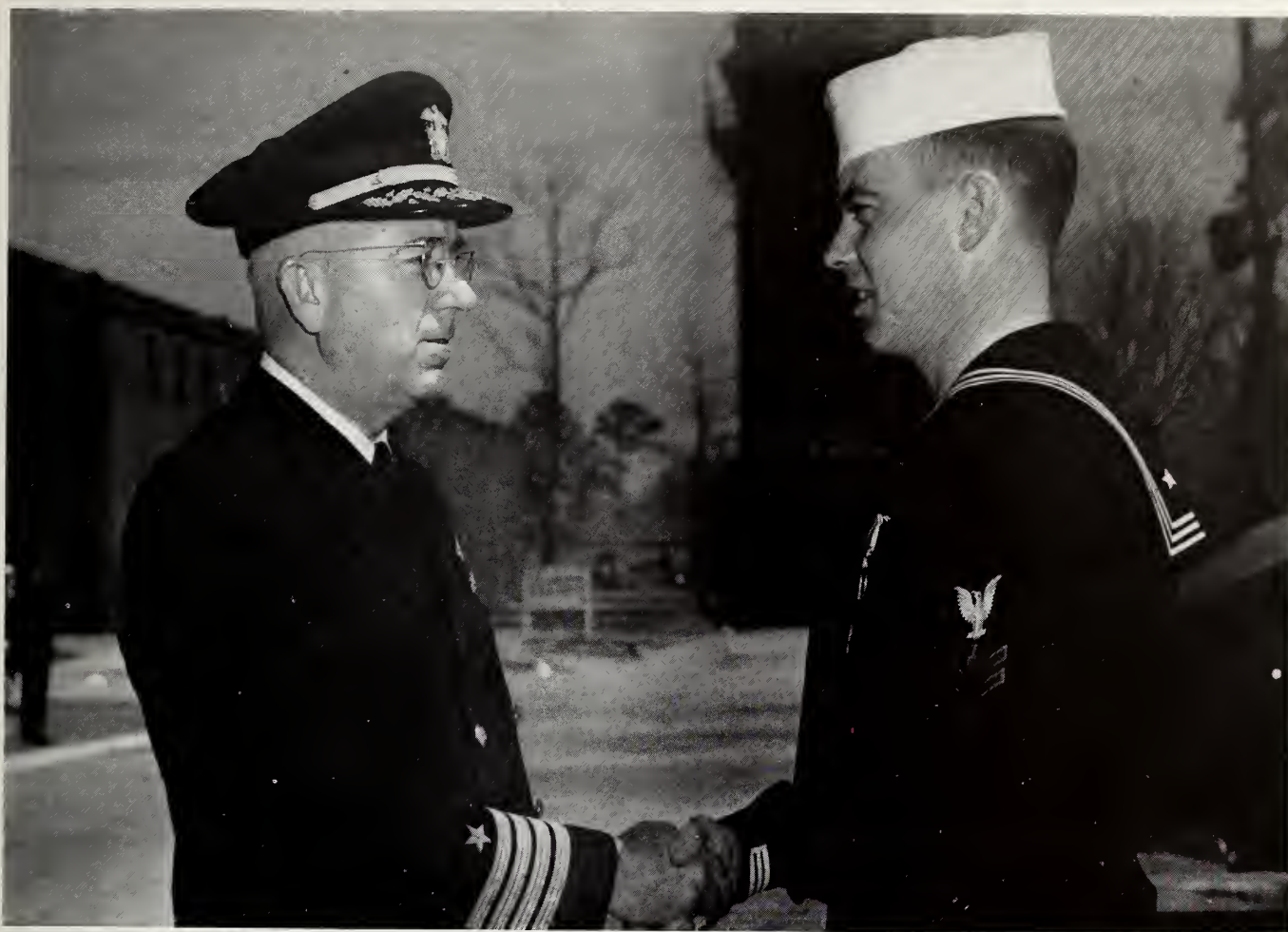
I welcome this opportunity to tell the officers and men of the ship's company, the instructors, and the students of the Fleet Service Schools that it is a great pleasure to command a station that produces true benefits to the forces afloat by furthering the knowledge of men of the various ratings required to efficiently operate a naval vessel.

Not only do I commend the officers and instructors of the various schools for their accomplishments, but also the students for their cooperation and sincere application to their studies.

As you leave this command I give you my wishes for a successful tour of duty and the sincere hope that you put to the test all the knowledge the Fleet Service Schools has placed before you.

R. G. PENNOYER
Captain, U. S. Navy
Commanding Fleet Service Schools





R. G. PENNOYER

CAPTAIN, USN

Commanding Officer



Captain R. G. Pennoyer entered the U. S. Naval Academy 17 June, 1910, and graduated in the class of 1914. Upon graduation, he was assigned to the *U.S.S. New Hampshire*.

In 1916 Captain Pennoyer was assigned to Pensacola, Fla., and was one of the first officers to qualify as naval aviator (dirigible). He later qualified as naval aviator (seaplane) and during 1918-1919 commanded the Naval Air Station, Coco Solo, C. Z. On completion of this tour, followed duty in London and Berlin.

In 1927, he was selected for a post graduate course in law at George Washington University. Upon obtaining the degree of LLB., Captain Pennoyer was given a post in the Office of

the Judge Advocate General of the Navy, and was later appointed Attorney General of American Samoa. He is one of a few officers in the Navy to be admitted to practice before the Supreme Court of the United States.

Since then, Captain Pennoyer has commanded the destroyer *U.S.S. Drayton* and the transport *U.S.S. Munargo*. He also commanded a mixed detachment of seven vessels of the U. S. Navy, the U. S. Coast Guard and the Army Transportation Service in the establishment of an American Base in Greenland. In 1941, he was assigned to the Fleet Service Schools (then Atlantic Fleet Schools) which was placed in commission on 1 April, 1942.



J. P. MONCURE
Commander
Executive Officer

The Fleet Service Schools was established 1 April, 1942, at the South Annex, N. O. B., Norfolk, on the site of the old Norfolk Army Golf Course, and was known at that time, and until 15 October, 1942, as the "Atlantic Fleet Schools."

The mission of the Fleet Service Schools is to train selected personnel in their particular specialty or rate so that they may be of the greatest benefit to ships of the Fleet without lengthy ship-board training. The following schools constitute this command:

Torpedo	Fire Control
Radar Materiel	Machinist's Mates
Gyro Compass	Electric Hydraulics
Ship's Cooks and Bakers	Welders

Administrative Officers



CLARENCE J. P. BUCKEY
Lieutenant Commander
First Lieutenant Department
Baltimore, Md.



ROBERT A. BONE
Lieutenant
Assistant Supply Officer
New Orleans, La.



ALMON C. BOCK
Lieutenant
Educational Officer
Montevideo, Minn.



JOSEPH L. MILLER, JR.
Lieutenant
Supply Officer
Boston, Mass.



HAROLD D. PULLEN
Lieutenant
Dental Officer
Needham, Mass.



SUMNER H. BERNSTEIN
Lieutenant (jg)
Ship's Service Officer
Lowell, Mass.



JUNIUS W. BOYKIN
Lieutenant (jg)
Disbursement Officer
Richmond, Va.



MARVIN L. POOL
Lieutenant (jg)
Electrical Officer
Coronado, Calif.



JEROME WARSHOWER
Lieutenant (jg)
Welfare and Recreation Officer
Brooklyn, N. Y.



EMIL M. SOBOTTA
Ship's Clerk
Assistant Personnel Officer
Independence, Wis.

Cooks and Stewards Radar Operators
Fire Fighters

Captain R. G. Pennoyer, USN, then a commander, placed the station in commission and, upon the reporting of Captain C. N. Hinkamp, USN, assumed the duties of Executive Officer. On 7 June, 1943, Captain Hinkamp was relieved as Commanding Officer and Captain Pennoyer assumed command, holding that office to date.

During the calendar year 1944, this command graduated approximately 10,000 students in the various schools, and trained approximately 30,000 officers and men in fire fighting. Courses are from ten to sixteen weeks' duration, except in the Fire Fighters' School, where courses are of one, two or five days' duration.

Shown below is the Cavalier Beach Club, taken from Radar Operators' School. Lower, personnel inspection by the Captain.



*The Captain
and His Re-
corded French
Lesson.*



*Administration
Office,
Radar Operators'
School*



*Officer of the
Day*



*Personnel
Office*



Records Office





*Disbursing
Office*



*Paint
Shop,
Radar Operators'
School*



*Sign Shop,
Radar Operators'
School*



*Electrical
Maintenance
Shop*



Print Shop



*Upper: Surface Plotting in the Air Plot School
Lower: Air Pilot Students Work on a Problem*

Harris Wins \$500 Bond, which is shown being presented by Miss Egan. The proceedings are announced over the public address system as Commander Fitch stands by. The officer of the day is shown in the background behind Miss Egan.





*Upper: Electrical Repair
Lower: Parcel Post Window*

*Upper: Supply Office
Lower: Supply Issue Room, Radar Operators' School*

SHIP'S SERVICE SNAPS

Cashing Checks in the Ship's Service Office

The Tailor Shop Personnel Do Alterations and Repairs on Uniforms





*Students Return Confidential Mail to the Vault,
Radar Operators' School*



MAIL CALL, RADAR OPERATORS' SCHOOL

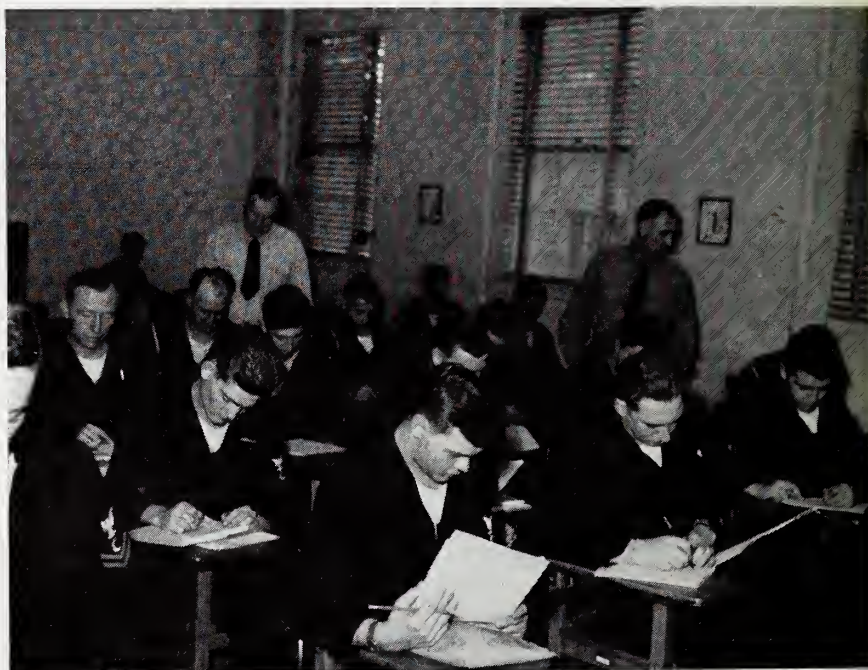
The chapels and chaplains are important in maintaining Navy morale, but they can't beat "Mail Call." The letters from home . . . from Mom and Pop and Sis . . . are the highlights of the day—not to forget the package of cookies, the occasional check, or the letters from that certain someone with plenty of OOOOO and xxxxxx included.

A view of the Ship's Cooks and Bakers' School Classroom is shown below (upper). The lower picture shows the interior of the Commissary Store.



S
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*Shown left: The
Chief Police Petty
Officer at his desk.
Lower, Sentries are
shown on guard at
the gate.*





Medical Records Office

Medical Snapshots

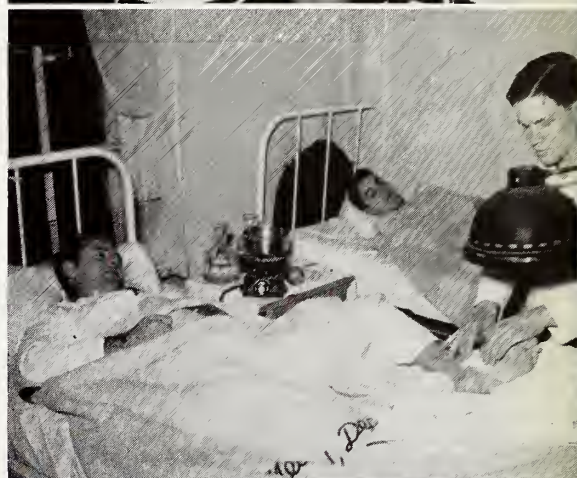
Administration of Penicillin at 2300



Ear Examination



"Cat Fever" and the Hot Lamp



Dental Clinic



Service Man's Family Clinic



Pharmacist's Mate at the Microscope.





Physical Instructor's "Muscle Men"

★ *Time Out for Play*

Basketball, Pool and Table Tennis Are Popular Sports at the Fleet Service Schools.





Gyro-Compass



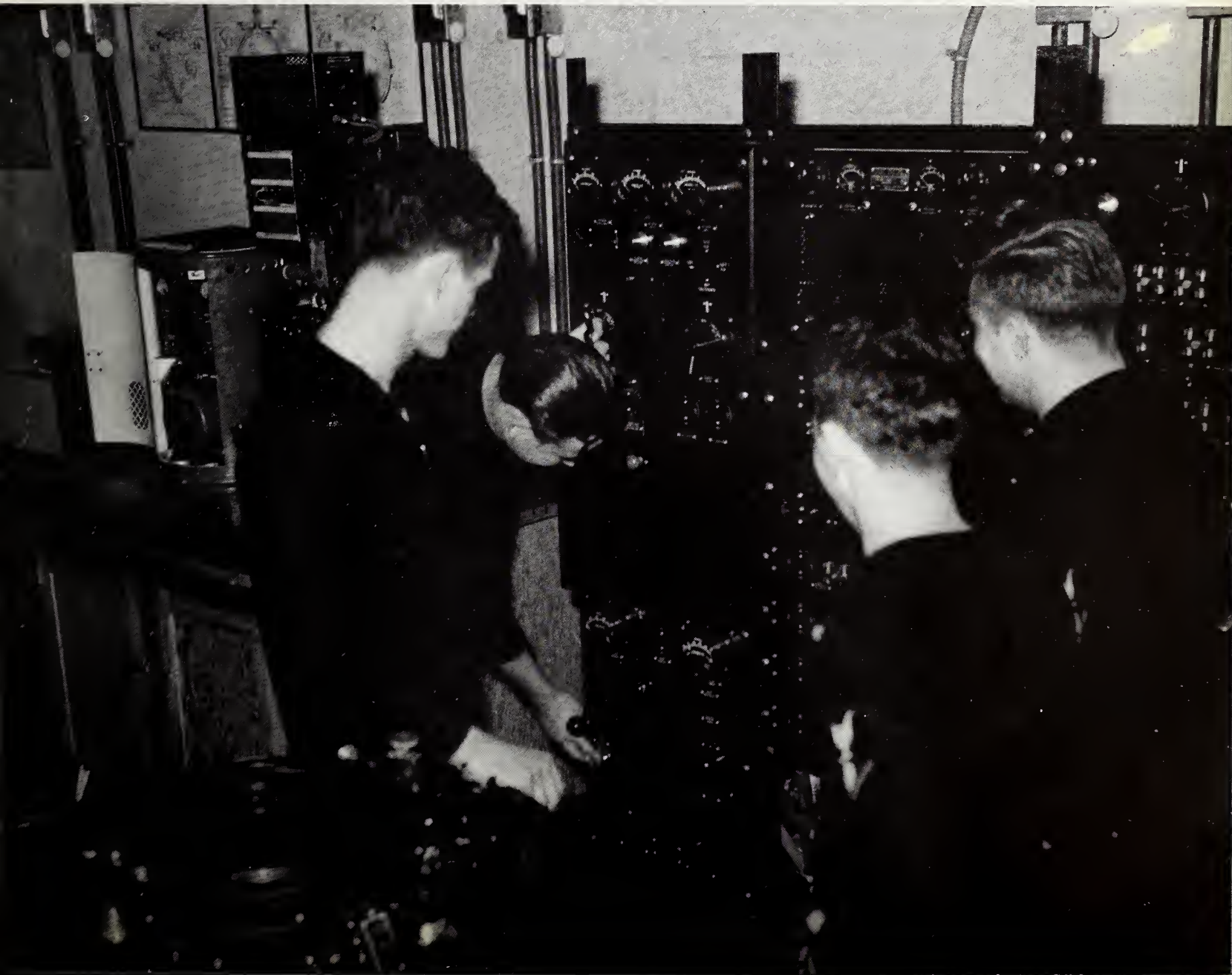
Operating the Gyro-Compass



Gyro Compass School



Operating Gyro-Compass from Control Tower





Students in the Torpedo Room

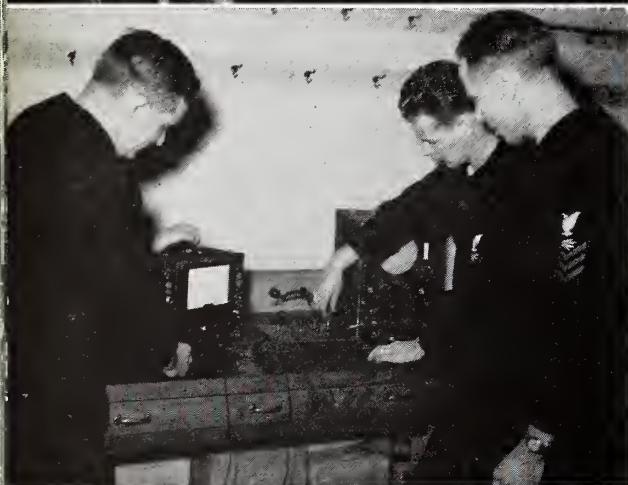


Operating Gyro Compass

I N S T R U C T I O N



At the Radio Lab Panels



Radar Experiment



Experiment on High Frequency Oscillator

R A D A R

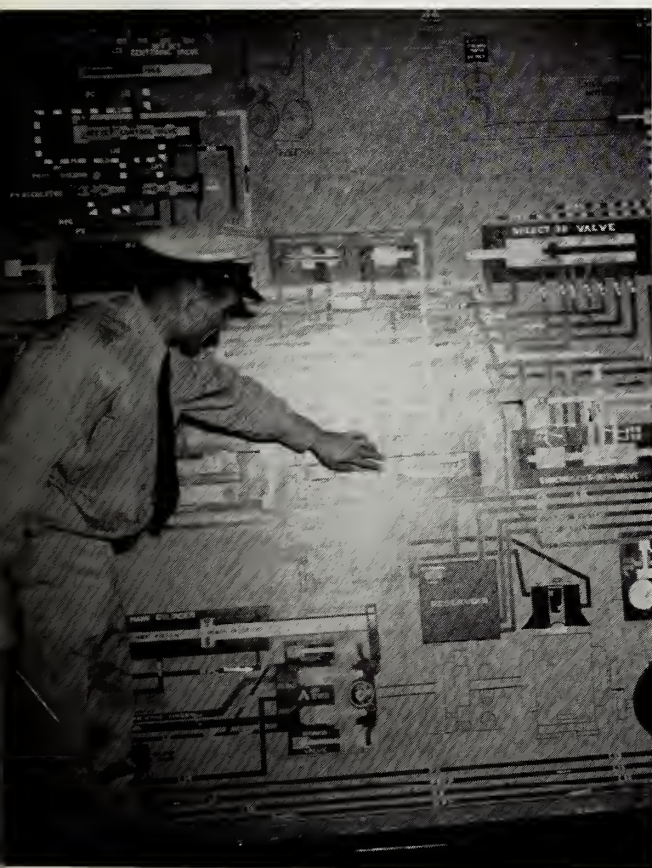


Radar Experiment

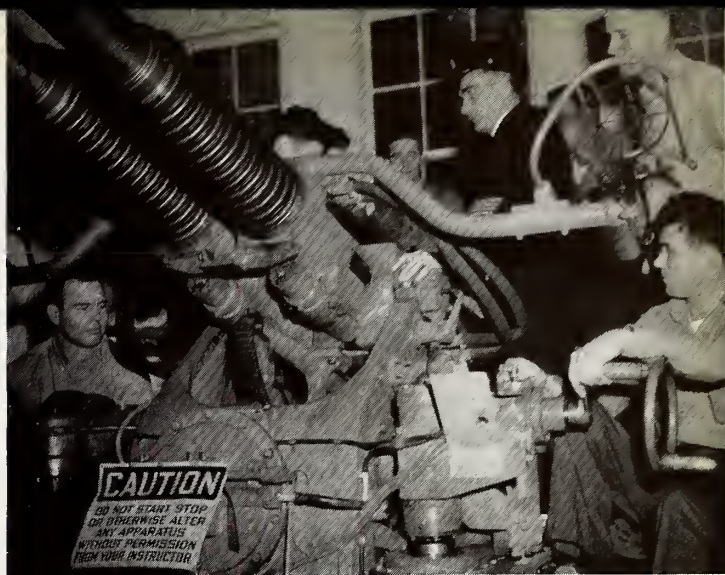


The Radar Laboratory

Electric Hydraulic School



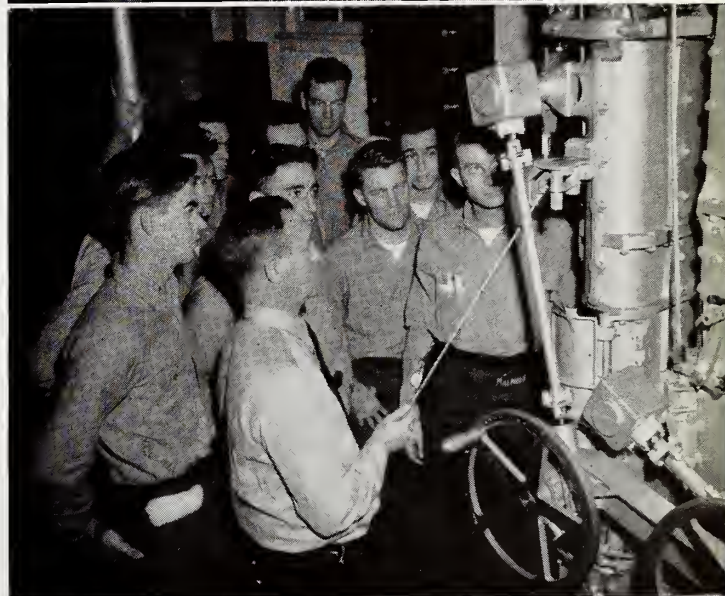
*Class on the 40-
mm. Gun*



*Class on Ford
Drive for 5-inch
38-Caliber Twin
Mount.*



*On the Vickers
Projectile and
Powder Hoist.*



*Class on the Prin-
ciples of Hydraul-
ics.*



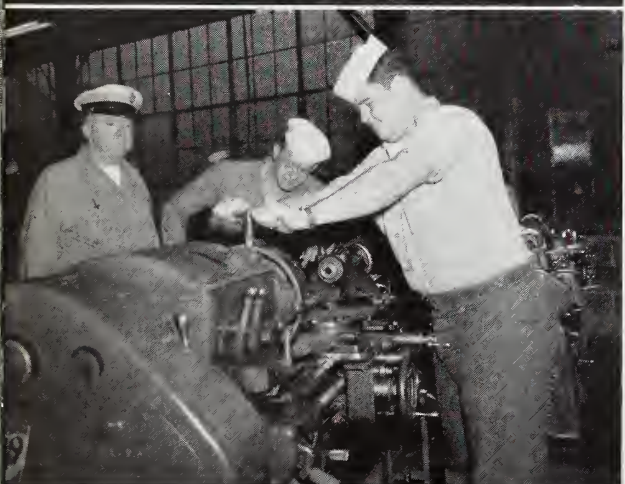
Machinist's Mates School



*Chief Petty Of-
ficer, Instructor,
Machinist's Mates
School.*



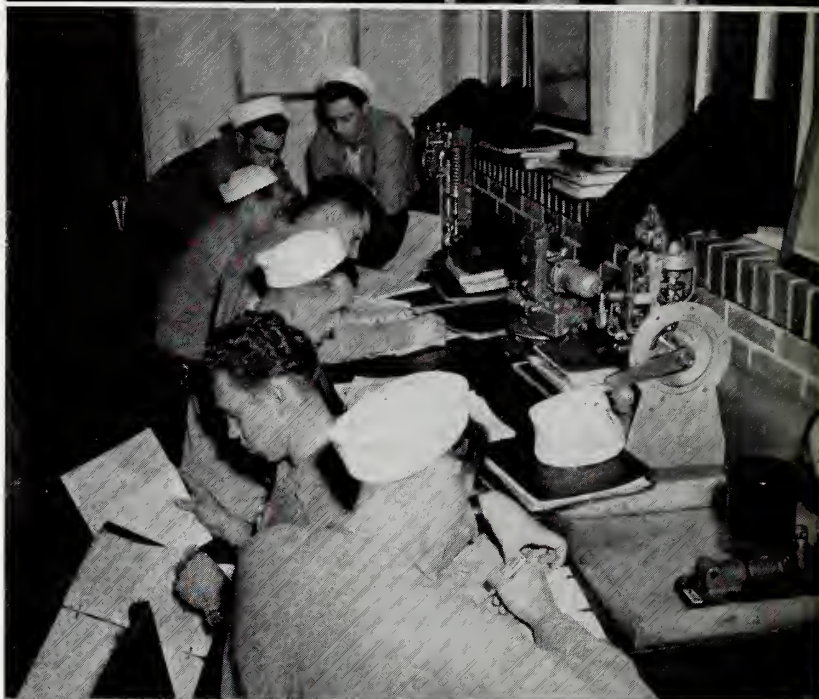
*Bench Work in
the Machine Shop*



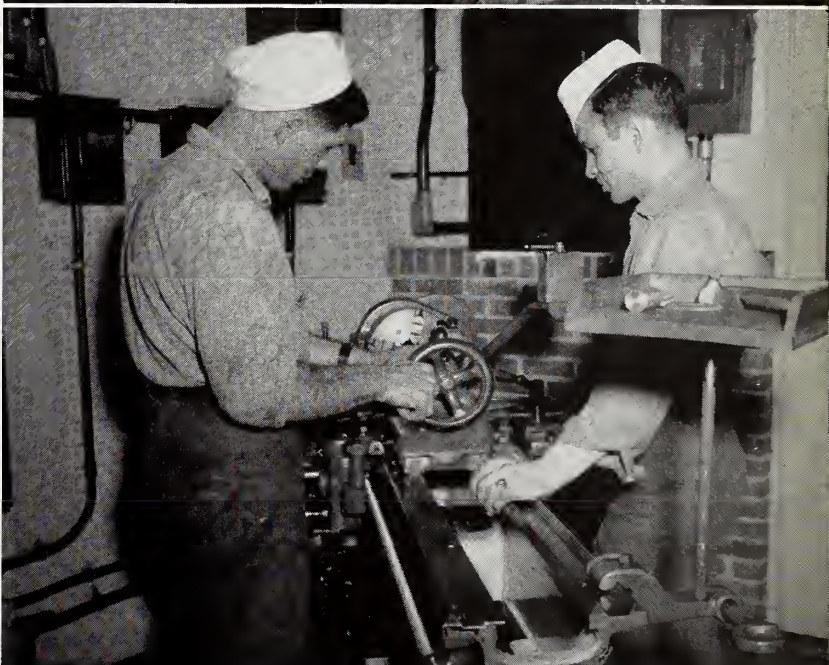
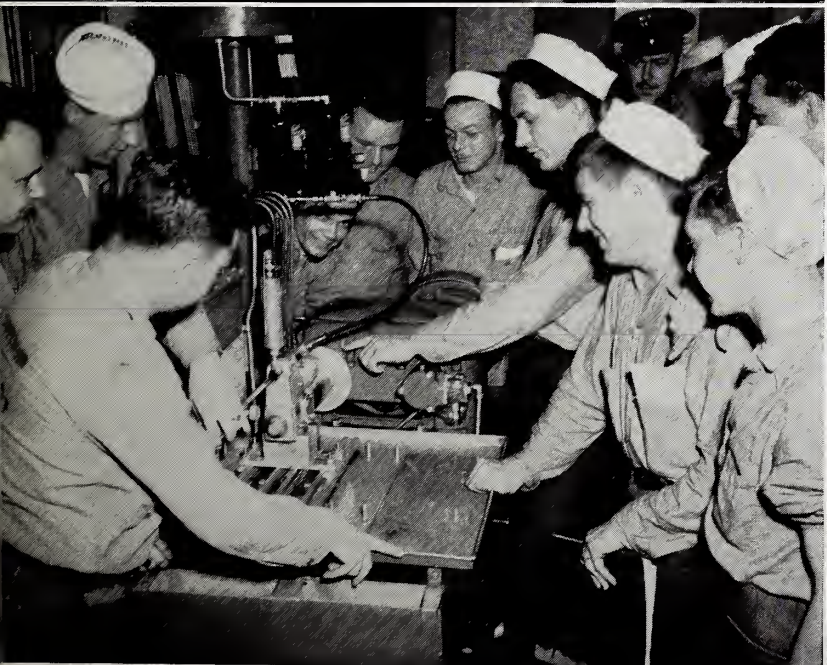
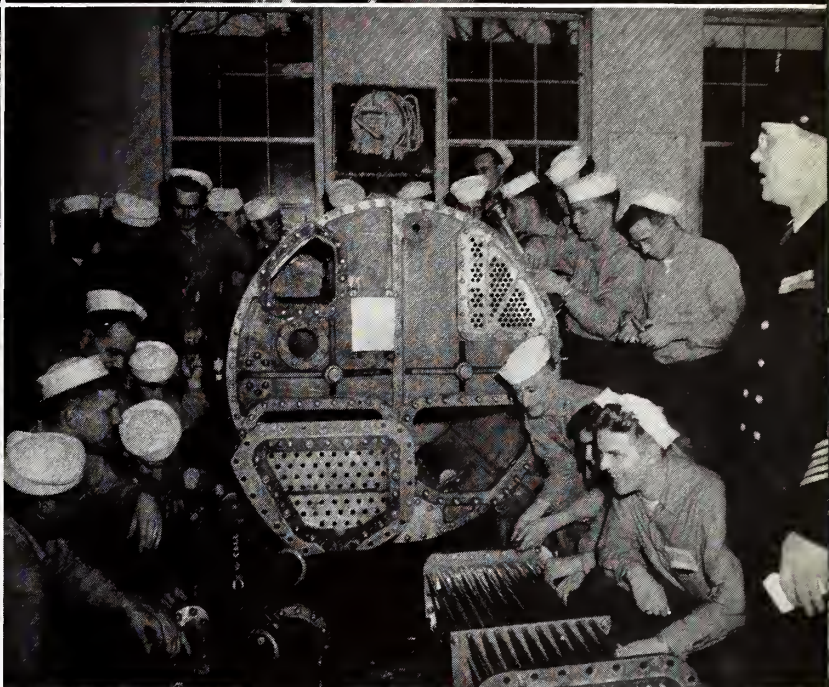
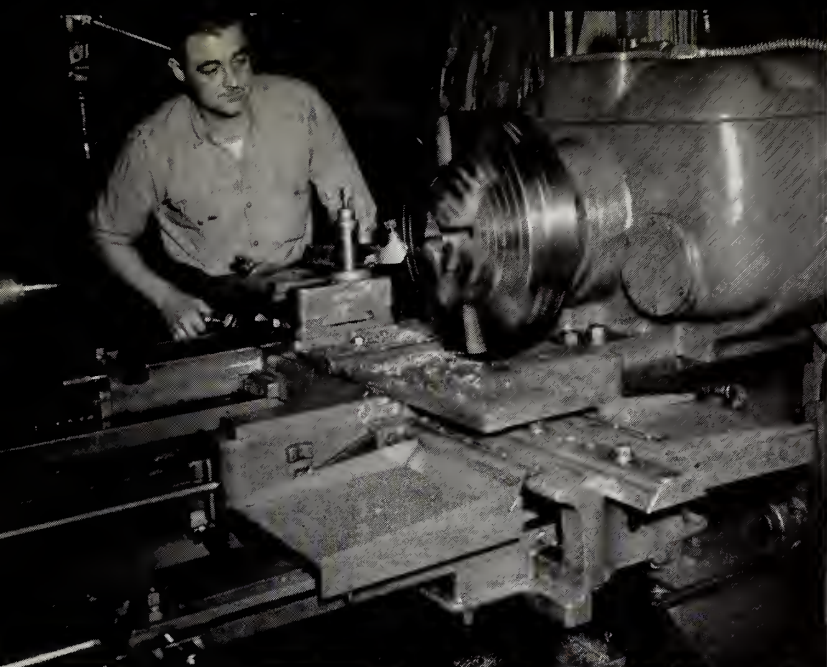
*The Machine
Shop Practice
Lathe in Opera-
tion.*



*The Machine
Shop Practice
Milling Machine
in Operation.*



*Upper photo shows the office force of the Machinist's Mates
School; center, the Diesel Laboratory; lower, the Machine
Shop Tool Room.*



Shown above: Upper left, a view of the Machine Shop; upper right, Refrigerating; center left, vapor compress distillery and evaporator; center right, shell evaporator; lower left, diesel engine instructions; lower right, a small lathe in the machine shop.

FIRE CONTROL SCHOOL



Spotting Board Operators in Fire Control School.



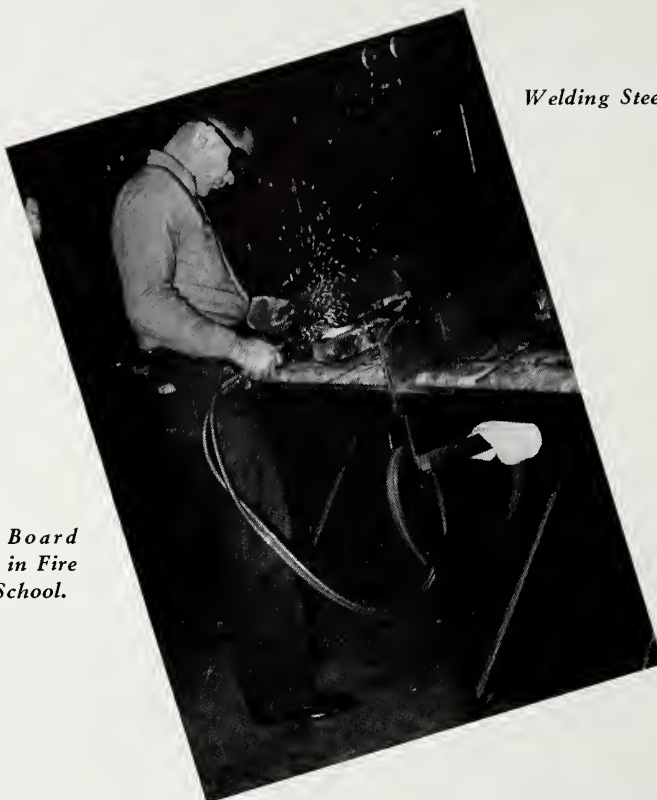
Aircraft Identification Drill, Fire Control School.



Fire Fighters' School.



Learning to Fight Engine Room Fires.



Welding Steel Plates

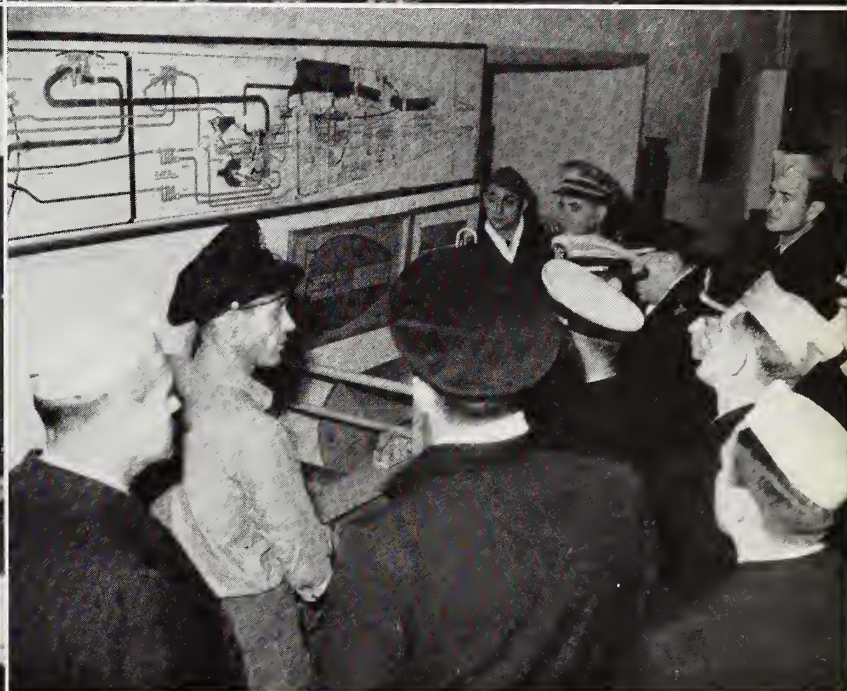
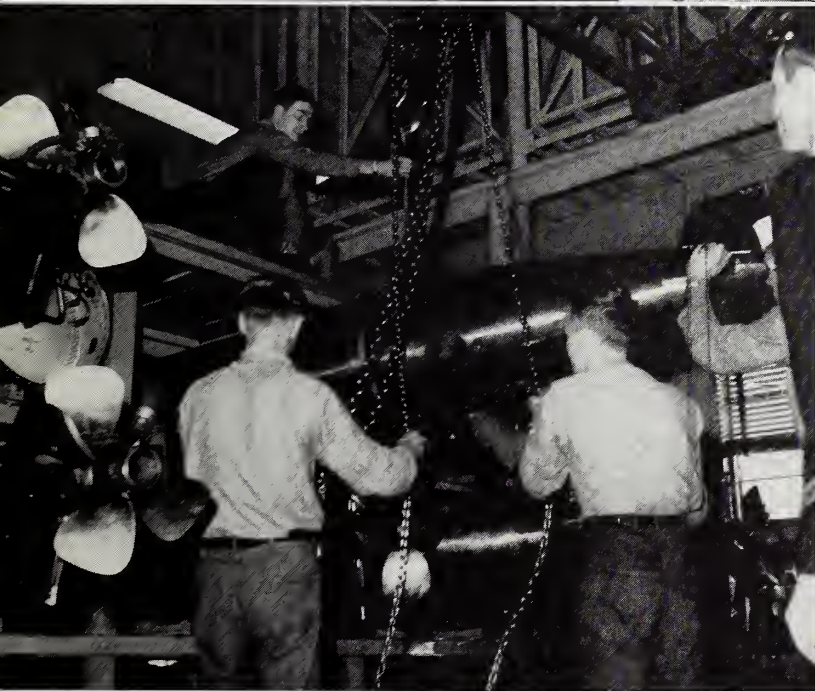
WELDING SCHOOL

Shown below is a general view of the Acetylene Welding Shop. Lower, a man is shown doing an overhead welding job.



Torpedo School

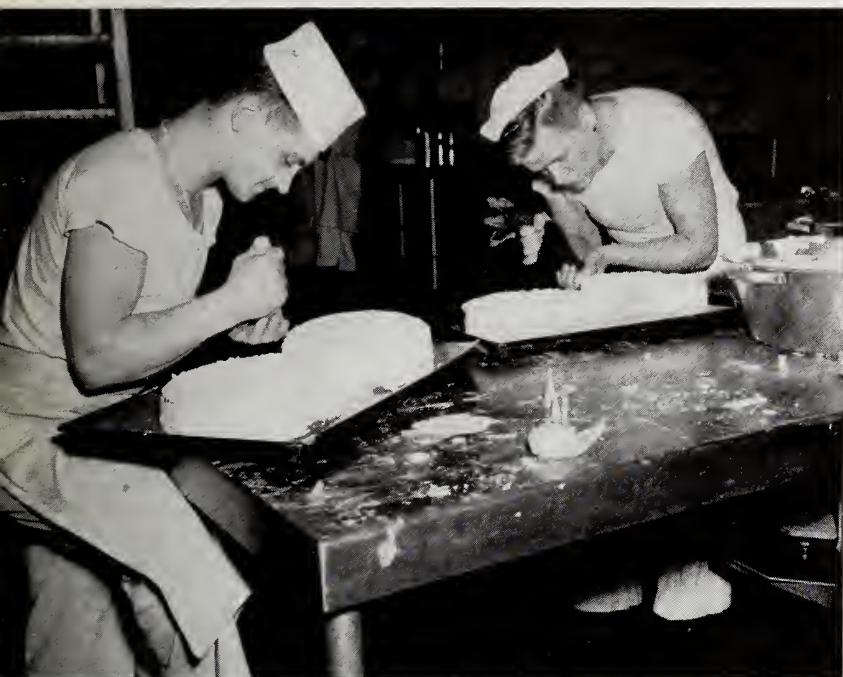
A few snapshots at the Torpedo School show: upper left, Officer in Charge and his assistant; upper right, demonstration of delivery checks; center left, hoisting torpedo shell; center right, class on the functions of torpedo parts; lower left, the shop overhaul section; lower right, students operating torpedo tubes.



With the Waves



Time Out for Eats







V. HULL
CSK
Supply



' ' S ' ' D I V I S I O N



SUPPLY

First Row:

HOOS, M. V., JR., SK1c.
McMAHON, D. W., SK1c.
HUNTLEY, F. A., SK2c.
KRICK, W. D. SK2c.
MERKLEY, A. L., SK2c.

Second Row:

CARRIER, D. C., SK3c.
KOEPEKE, K. L., SK3c.
OWENS, F. J., SK3c.
ROTH, J. E., SK3c.
BENNETT, F. W., S2c.

Third Row:

DISBURSING

THOMPSON, K. N., CSK.
McMAHON, R. L., SK2c.
SHAFFER, G. H., SK2c.
STENNES, H. M., SK2c.
THORSON, R. R., SK3c.

Fourth Row:

HUDSON, A. I., S1c(SK).

COMMISSARY

FRANCIS, R. G., CCStd.
MARINER, L. A., CCStd.
BARNHART, C. D., SC1c.
HANDFIELD, E. J., Bkr1c.

Fifth Row:

OWENS, H. M., SC1c.
PARSONS, H. M., Bkr1c.
WOLFE, H. C., Bkr1c.
BAUMAN, W. S., SC2c.
JARRELL, L., SC2c.

"S" DIVISION



First Row:

LANNAN, R. E., SK2c.
MUOIO, J. L., Bkr2c.
PAYNE, J. T., JR., SC2c.
RUSHTON, H. E., SK2c.
WALLACE, E. L., SC2c.
WARREN, J. E., Bkr2c.

Second Row:

WIKEL, B. N., SC2c.
BATCHELOR, R. H., SC3c.
ESTRIDGE, R. B., SC3c.
EVANS, T., SC3c.
GRANT, R. W., SC3c.
GREENE, S. L., SC3c.

Third Row:

LACK, E. B., SC3c.
McKENNEY, H. E., SC3c.
REDDICK, L. D., SC3c.
WARTENBERG, P. A., SC3c.
WILLIAMS, A., JR., S1c.
DAVIDSON, J. A., S1c.

Fourth Row:

BRIDGETT, L. N., S1c.
FORSYTHE, H. R., S1c.
HARRIS, W. R., S1c.
LITZENBERGER, L. A., S1c.
SPRONG, S. D., S1c.
STORK, V. F., S1c.

Fifth Row:

BARRIE, C. H., S2c.
BENNETT, J., S2c.
HAMMETT, F. S., S2c.
WILSON, D. T., S2c.
ZEOLI, J. V., S2c.

COOKS AND STEWARDS' MATES

MASON, J. E., StM1c.

Sixth Row:

MESS COOKS

BRIDGES, H. T., S1c.
CRAVEN, E., JR., S1c.
FINKBINDER, W. R., S1c.
FRACE, S., S1c.
FRITZ, G. W., S1c.
HELM, J. M., S1c.

Seventh Row:

INNERST, J. C., S1c.
JALBERT, J. A., S1c.
MOTES, A. E., S1c.
WIRBICKI, J. C., S1c.
YODOR, C. T., S1c.
BAKER, L. A., S2c.

Eighth Row:

BALLANCE, R. A., S2c.
BANNER, J. L., S2c.
BENNINGTON, C. A., S2c.
BLANCHARD, R. C., S2c.
BREWER, E. W., S2c.
BROOKINS, J. K., S2c.

Ninth Row:

BROOKS, R. H., S2c.
BROWN, R. D., S2c.
BURGIN, C. W., JR., S2c.
CARROLL, G. M., JR., S2c.
CHAMLEE, R. P., S2c.
CIAMPO, J., S2c.

Tenth Row:

COLESON, J. O. W., S2c.
McWILLIAMS, J. B., S2c.
MERTENS, H. L., JR., S2c.
MITCHELL, H. W., S2c.
MORTON, R. C., S2c.
NASH, W. H., S2c.



M E D I C A L D E P A R T M E N T



First Row:

BLANCHARD, J. (n), PhM1c.
GAFFRON, E. O., PhM1c.
BARNES, K. W., PhM2c.
COURTNEY, M. O., PhM2c.
KIRBY, P. S., PhM2c.
WATSON, G. R., PhM2c.

Second Row:

HANNA, J. M., PhM3c.
LITTLE, B. C., PhM3c.
BODIE, G. J., HA1c.
HOWARD, C. R., HA1c.
PHILLIPS, B. F., HA1c.
ROBERTS, C. L., HA2c.



R. D. HARRIS
CPhM

F I R S T D I V I S I O N



J. CHAVES
CWT

R. E. HITE
CCM

D. H. KELLIHER
CWT

J. G. LOHMAN
CBM

C. E. SMITH
CPM



First Row:

ELMER, O. A., BM1c.
HANNA, G. E., Ptr1c.
HARDAWAY, L., Y1c.
KEIFER, L. C., BM1c.
LEGUM, M., MaM2c.
LOUGHRIGE, S. M., SF1c.

Second Row:

NORTON, J. E., Ptr1c.
ULM, H. P., Y1c.
CABANISS, H. C., CM2c.
CLAYTON, S. M., Y2c.
BRASHEARS, D., Y2c.
GILLAND, H. S., CM2c.

Third Row:

HOW, C. W., MaM2c.
LAPOINTE, H. P., Ptr2c.
LINER, J. V., Y2c.
POLSEY, C. F., SF2c.
ABBOTT, F. L., SK3c.
CROUCH, F. J., Y3c.

Fourth Row:

DAILEY, L. M., CM3c.
HALEY, J. L., MM3c.
KIMBALL, T. C., CM3c.
LADNER, O. E., Y3c.
PRZESLAWSKI, E. H., SSM(T)3c.
WILSON, J. R., SSM(B)3c.

FIRST DIVISION



First Row:

BAGDONAS, S., S1c.
BARFIELD, R. R., S1c.
BOCK, C. W., S1c.
BUCHOLD, A. P., S1c.
CARAVELLO, S., S1c.

Second Row:

CARDOZO, L. E., S1c.
COHEN, H. H., S1c.
FAIR, F. M., S1c.
FINN, J. E., S1c.
GARAFALO, S. P., S1c.

Third Row:

GARRETT, C. E., S1c.
GINETTO, A., S1c.
GREGORY, E. C., S1c.
GRIFFIN, A. W., S1c.
GRUBER, A., S1c.

Fourth Row:

GULLEY, M. S., S1c.
HOSKING, B. H., S1c.
JACKSON, E. E., S1c.
JAMISON, S. T., S1c.
KOESTER, R. J., S1c.

Fifth Row:

KRANOVICH, J., S1c.
MILLETTE, R., S1c.
PORTER, G. J., S1c.
SCHULMAN, B. J., S1c.
WALKER, C. R., S1c.

Sixth Row:

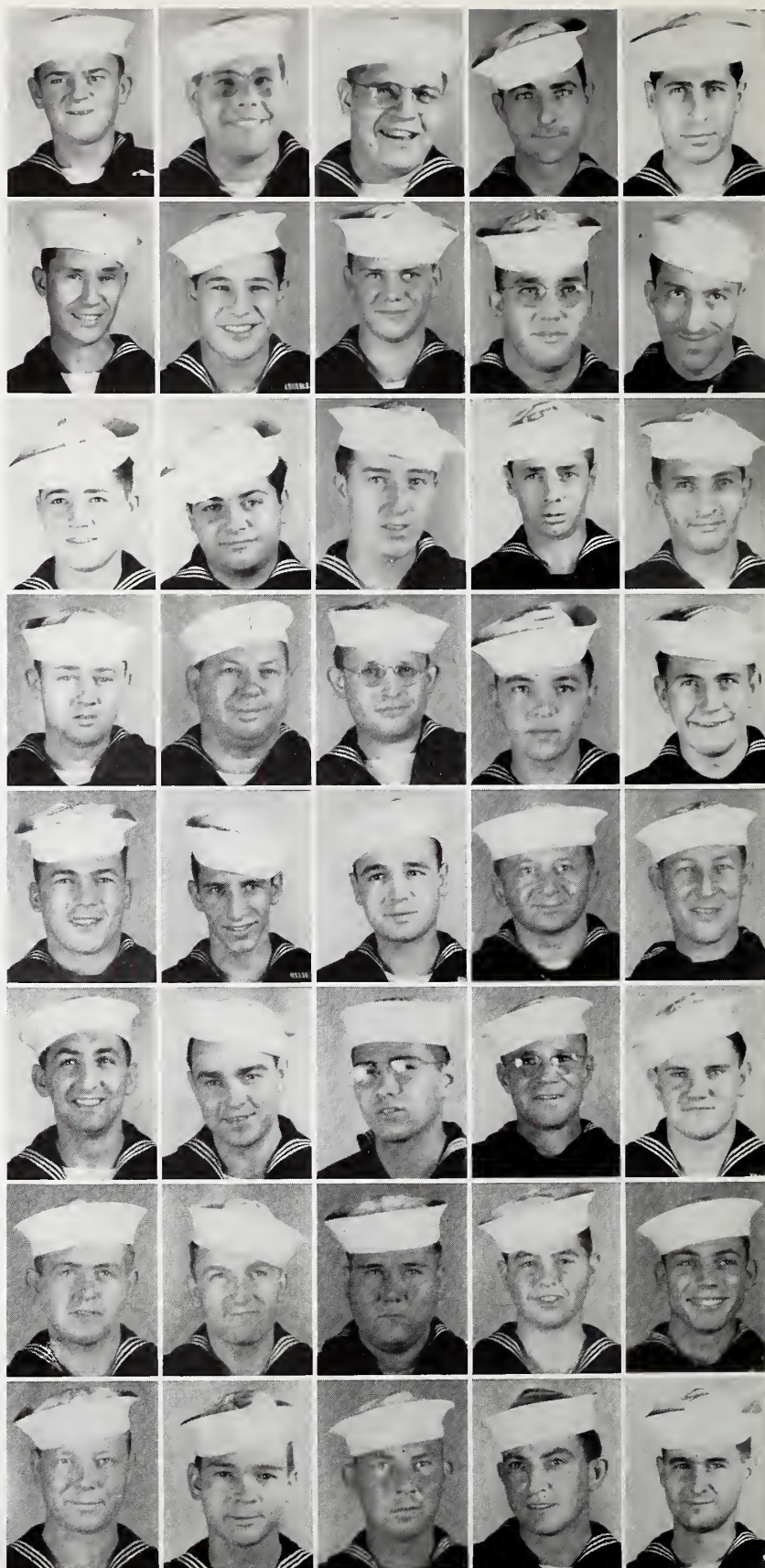
AUSTER, M. M., S2c.
BARNETT, J. L., S2c.
COMPO, J. R., S2c.
CREAMER, W. D., S2c.
DAILEY, C. R., S2c.

Seventh Row:

DAUNHEIMER, W., S2c.
FELTENBERGER, W., S2c.
GARRETT, T. W., S2c.
GRAMMER, R. E., S2c.
GUY, E., S2c.

Eighth Row:

HUNTER, J. H., S2c.
McGRAW, W. R., S2c.
STERN, C. T., S2c.
YOUNG, J. C., S2c.
ASHWORTH, J. L., S1c.



WELFARE AND RECREATION

GROFF, E., CSp(A).
WINTERS, H., CSp(A).
TAIT, A. V., Sp(A)2c.
MIRANDA, A., Y3c.



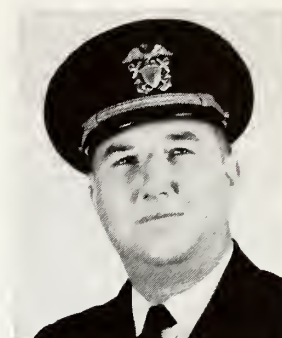
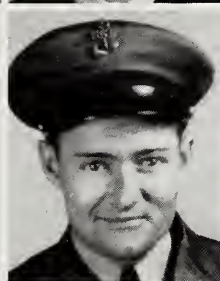
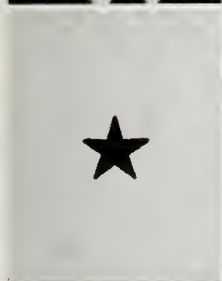
HERBERT SCHRAMM
CM
Assistant Welding
Officer

J. E. FLETCHER
CSF
Instructor

J. W. HODGE
CSF
Instructor

D. R. KARSEBOOM
CSF
Instructor

M. E. PHILLIPS
CSF
Instructor



R. S. DAVIS
CSF
Instructor

R. L. MILLER
CM
Instructor

V. T. JAMES
CM
Instructor

JAMES W. BUSBY
Lieutenant
Officer-in-Charge
Lincolnton, Ga.

W E L D I N G S C H O O L



First Row:

INSTRUCTORS

KEMP, R. H., M1c.
HOOVER, H. E., M1c.
KRIE WALL, W. B., SF1c.
McKINSTRY, L. B., SF1c.
FLEMING, H. R., SF1c.

Second Row:

OVERMAN, W. M., SF3c.
LOGGANS, E. D., M3c.

TOOL ROOM KEEPERS

PETERSEN, F. J., SF3c.
McEVER, J. H., M3c.

FIRST SECTION

FRIESEN, D. A., SF1c,
Section Leader

Third Row:

MONAHAN, P. D., MM1c,
Card P. O.
HATHEWAY, W. M., SF1c,
Classroom P. O.
BAILEY, C. S., M1c.
BROWN, A. J., SF3c.
BURRESS, L. M., B3c.

Fourth Row:

BURRICHTER, I. G., SF3c.
CANONE, J., SF3c.
CEASER, J. W., SF2c.
CHIRGOTIS, N. J., SF3c.
COONEY, C. G., SF3c.

Fifth Row:

DAVIS, K. S., MM2c.
FULCHER, J. B., SF2c.
GODAT, H. B., SF2c.
HAYSON, M. J., SF3c.
HENDERSON, R. L., SF3c.

WELDING SCHOOL



First Row:

HOFFBAURER, F. H., SF2c.
KUSZMAUL, W., SF2c.
MARCONI, O. E., M1c.
MONTGOMERY, H. O., SF1c.
STEBBINS, A. S., SF1c.

Second Row:

SUTER, L. J., M3c.
TINNERY, J., SF2c.

SECOND SECTION

DUER, R. B., SF1c,
Section Leader
AKINS, B. C., MM1c,
Card P. O.
KUHN, L., SF1c,
Classroom P. O.

Third Row:

COLE, J. E., MM3c.
CRAY, W. W., M2c.
DAHLEN, W. L., M1c.
DeTURK, L. R., SF3c.
DODA, A. R., M3c.

Fourth Row:

DONALDSON, C. D., M1c.
FORTUNATO, C. F., SF2c.
HIRST, L. W., MM2c.
HUMPHREY, J. T., SF3c.
KRUGER, D. H., SF3c.

Fifth Row:

LoCURTO, D. A., F2c.
MAESTAS, J. A. L., SF1c.
MARKHAM, C. J., SF2c.
McGUCKIN, J. J., SF2c.
McMAHON, M. C., SF2c.

Sixth Row:

SCHRONK, E. A., MoMM2c.
SEEFRIED, A. L., SF3c.
SLATKEVICH, J. P., M3c.
STAUFFER, F. J., MM1c.
VELACICH, J. J., M3c.

Seventh Row:

VESTAL, J. H., S1c.

THIRD SECTION

McCABE, T. F., SF1c,
Section Leader
SCHROEDER, C. H., SF1c,
Liberty Card P. O.
OLIVE, R. C., M1c,
Classroom P. O.
GERBEC, J., SF1c.

Eighth Row:

JOHNSTON, W. E., SF2c.
KRAEMER, G. F., JR., MM1c.
LEMOINE, R. N., M1c.
LOONEY, W. H., SF2c.
LUCY, J. R., SF3c.

Ninth Row:

METZGER, M. S., M3c.
NORDVALL, H. M., SF3c.
NORWOOD, R. A., M1c.
PERSIKOFF, S., SF3c.
PIVATO, E., MM3c.

Tenth Row:

PONTE, D. S., SF3c.
REDDEN, B. F., SF3c.
REED, A. B., SF3c.
RYNGIEWICZ, A. J., M2c.
SEELY, C. E., M3c.



L. L. DE LESS,
Y3c
Yeoman



WELDING SCHOOL



First Row:

SELLERS, L. E., SF1c.
 SWIFT, H. E., SF1c.
 TRAUTWEIN, H., SF2c.
 VERMILYA, E. M., SF3c.
 WRIGHT, J. K., MM2c.

Second Row:

FOURTH SECTION

TERRELL, H. C., SF1c.
 Section Leader.
 WILSON, D. R., M1c.
 Card P. O.
 WISNER, F. O., SF3c.
 Classroom P. O.
 ARNES, G., M3c.
 CALLAHAN, W. A., M3c.

Third Row:

DOUGHERTY, D. J., MM3c.
 FISHMAN, A. P., M3c.
 KEARNEY, E. D., M3c.
 MAJKA, M. J., MM1c.
 PALM, E. R., SF3c.

Fourth Row:

PORTER, K. B., M3c.
 RADOVICH, R. J., SF3c.
 RILEY, M. E., SF3c.
 ROMKEY, D. B., CM1c.
 SCOLARI, L., SF3c.

Fifth Row:

SUBERS, R., SF3c.
 SZYMANSKI, J. S., SF3c.
 SWANSON, W. H., SF3c.
 THORPE, F. X., SF3c.
 WALKER, W. D., S1c.

Sixth Row:

WHITAKER, J. G., MM1c.
 WHITE, T. A., MM2c.
 WINN, K. E., SF3c.
 WINNICKI, S. A., S1c.
 URR, P. W., SF3c.

Seventh Row:

FIFTH SECTION

AGNEW, D. F., SF2c.
 BOMBARDIER, C. F., B3c.
 GERACI, A. J., M3c.
 GERNENZ, A. A., CM3c.
 KENVILLE, L. J., SF3c.

Eighth Row:

KRUEGER, R. E., SF1c.
 MARESCA, J. J., SF3c.
 MORRISON, F. W., MM3c.
 NUNNALLY, B. E., M1c.
 OSWALD, W. J., MoMM2c.

Ninth Row:

ROBBINS, N. D., SF2c.
 ROBERTS, J. T., MM3c.
 SCALISE, S. A., B2c.
 TAYLOR, K. P., F2c.
 VAUGHAN, C. R., B1c.

Tenth Row:

VOGDT, H. D., SF3c.
 WALLACE, O. E., F1c.
 WISE, M. H., SF1c.
 WRIGHT, F. M., M1c.





ROBERT W. MORRISON
Lieutenant Commander
Officer-in-Charge
Washington, D. C.

ELECTRIC HYDRAULIC SCHOOL

J. R. RENBARGER
CGM
Instructor
G. E. Train and
Elevation



C. R. GOINS
CTC
Instructor
Ford Train and
Elevation



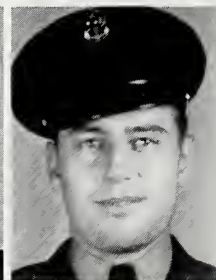
F. R. HUDZIK
CTC
Instructor
Rammers and
Waterburg Speed



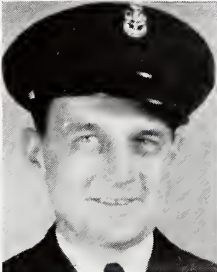
P. FERTIG
CGM
Instructor
40-mm. Mounts



J. L. O'BRYANT
CTC
Instructor
York Safe and Lock
Train and Elevation
Systems



M. RILEY
CTC
Instructor
Vicker's Hoist



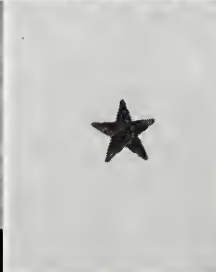
J. B. HUGHEY
CTC
Instructor
Ford Train and
Elevation



W. F. PHILLIPS
CGM
Instructor
5"/38 Cal. Mounts



J. J. LYONS
CGM
Instructor
Rocket Projectors
20-mm. Spotting



SPECIAL CLASSES
FULLER, Amos Warren Atwood, Jr., GM3c.
MILLER, Robert William, GM3c.

ELECTRIC HYDRAULIC SCHOOL



First Row:

MAINTENANCE

ROSS, W. D., GM3c.

YEOMAN

SKINNER, H. D., Y3c.

CLASS 7-45

BEESELEY, Jack Wyatt, GM1c.
HENDERSON, Beecher Rhue, GM1c.
MORRISON, James Willard, TC1c.
NIETZEB, John Stanley, TC1c.

Second Row:

NIX, Emory, GM1c.
RUSSO, Patsy Genco, GM2c.
SECHREST, Johnny Gaston, CGM.
STEWART, Franklin, CGM.
WEAVER, Lowell Ambrose, GM1c.

CLASS 8-45

HULL, James Vertice, GM3c.

Third Row:

MARS, Virgil Green, GM3c.
McCLENDON, Ralph Milford, TC1c.
NICHOLSON, Eugene Joseph, GM3c.
WRIGHT, James O., GM3c.

CLASS 9-45

DEES, Earl Millard, GM2c.
DUNN, Raymond Roby, GM2c.

Fourth Row:

EVANICH, Michal, GM1c.
FERENCE, John Walter, GM2c.
FRIEL, Daniel Joseph, GM1c.
GEYEN, Everard Arnold, GM2c.
REDMOND, Donald Robert, GM3c.
STAPLES, Herbert Lafayette, GM2c.

Fifth Row:

STEGER, John Joseph, GM1c.
PHILBIN, John Thomas, GM3c.
WALTENBAUGH, Jim Leroy, GM3c.

CLASS 10-45

BAYLIS, Stanley Charles, GM3c.
CASEY, Francis Edward, Jr., GM3c.
ELCANO, Isadore, John, GM3c.

Sixth Row:

GROTSKY, Paul, GM1c.
KIRK, James Howell, GM3c.
KNIGHT, Theodore Thomas, GM3c.
MAHEUX, Roland Camille, GM3c.
NELSON, Gerald Antone, GM2c.
RASMUSSEN, Vern Clifford, CGM.

Seventh Row:

STANFILL, James Otis, GM1c.
POWERS, Raymond Dale, GM2c.
YELTON, Jacob Dexter, Jr., GM1c.

CLASS 11-45

AVERY, Elwood Eugene, GM2c.
EMERY, Clifford Eugene, GM3c.
GIGLIOTTI, Flore, GM1c.

Eighth Row:

KELCHNER, Elton Arthur, GM1c.
LAND, Robert Alfred, GM3c.
MALPHUS, R. G., GM1c.
McMAHON, Edward Alyosius, GM1c.
PARRETT, Harry Bomer, GM1c.
PERREWE, Joseph Emil, GM3c.

Ninth Row:

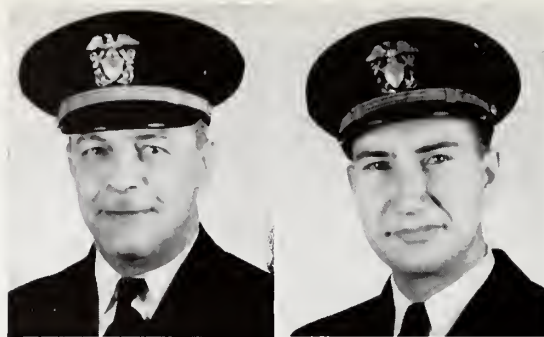
RYAN, John Richard, GM3c.

CLASS 12-45

ALTEMUS, Howard Elwood, GM3c.
DECKARD, DeeLoy, GM2c.
GREEN, Richard, GM3c.
LANGILL, Ture Roland, GM3c.
LARSON, Harold Milton, GM2c.

Tenth Row:

MURPHY, Melvin Junior, GM2c.
O'DONNELL, Robert Edward, GM2c.
O'NEILL, William Joseph, GM1c.
OWENS, Warren Harding, GM2c.
STAVEE, Robert Ellsworth, GM3c.
TERCZAK, Charles Edward, GM3c.



ROBERT W. MORRISON
Lieutenant Commander
Officer-in-Charge
Washington, D. C.

RILEY B. LANE
Lieutenant
Instructor
Little Rock, Ark.

FIRE CONTROL SCHOOL

JOHN J. DARCY
CFC
Instructor

HENRY H. GERMER
CFC
Instructor

EARL HARGRAVES
CFC
Instructor

ELBERT HIXON
CFC
Instructor

W. KELLINGTON
CEM
Instructor

A. A. LANGE
CFC
Instructor



J. F. LEATHERMAN
CFC
Instructor

D. C. MOORE
CFC
Instructor

B. F. RHODES
CFC
Instructor

H. L. SCHWERTFEGER
CFC
Instructor

O. WACHTER
CFC
Instructor

First Row:

MAINTENANCE MEN

BRUSCHINI, A., FC1c.
CRAWLEY, T. V., FC1c.
REYNOLDS, C. J., FC1c.

YEOMAN

LOGAN, I. M., Y2c.

CLASS 8-45

BURGDORFF, G. E., FC3c.
EICHMAN, J., FC3c.

Second Row:

FREDERIKSEN, R. A., FC3c.
GOODELL, F. M., S1c.
MASTEN, F. E., FC3c.
NOHR, E. C., FC3c.
OBERG, D. F., S1c.
OLSON, C. H., FC3c.

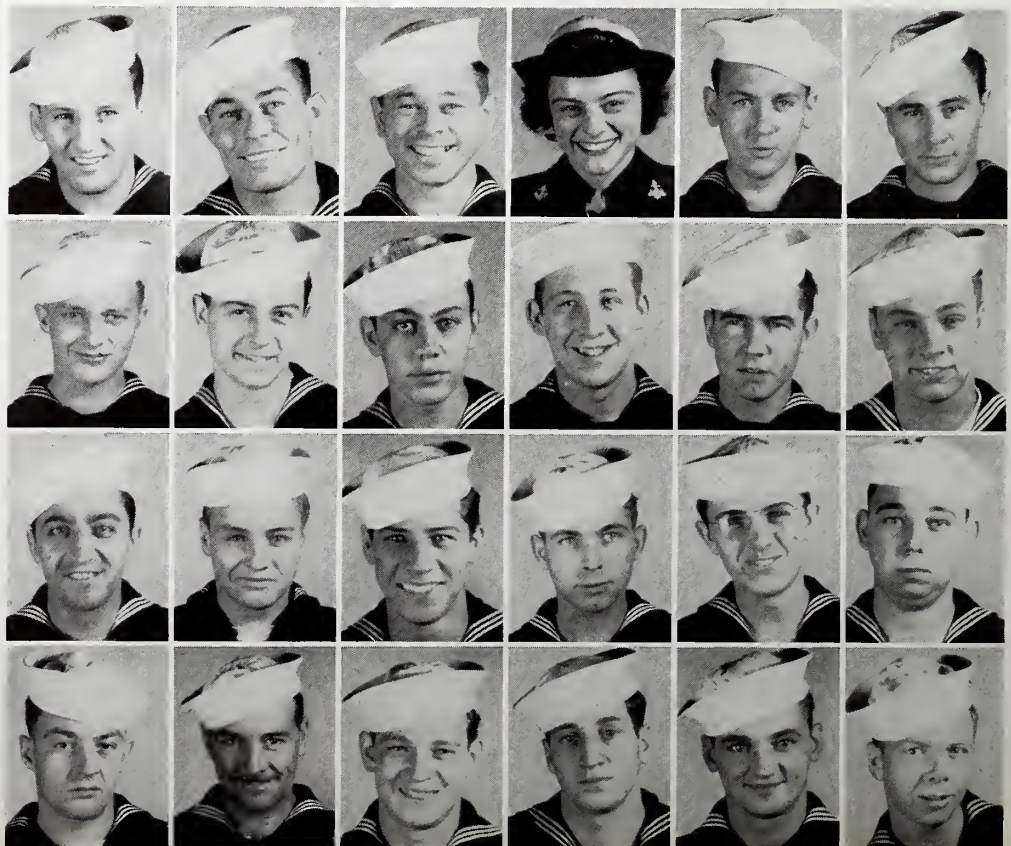
Third Row:

RENDANO, T. J., FC3c.
ROBISON, H. C., S1c.
STRODER, J. E., S2c.
SULLIVAN, D. E., S1c.
VAN HAMLIN, J. R., FC3c.
VAUTER, C. H., S1c.

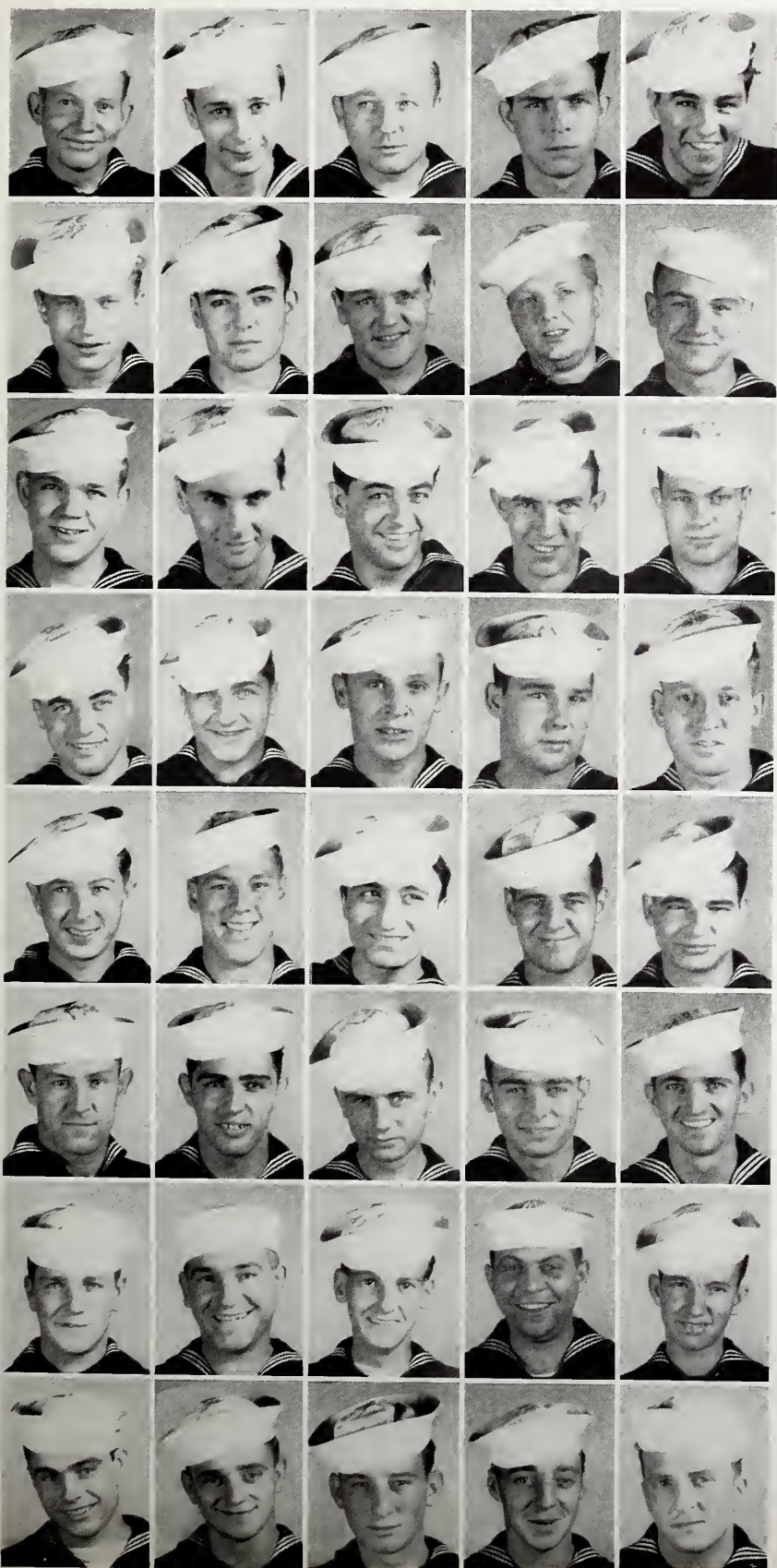
Fourth Row:

CLASS 9-45

BETTS, H. G., FC2c.
BRAINARD, C. L., S1c.
CANARY, D. P., S1c.
CONNOR, T. P., FC3c.
LOEFFLER, O. A., FC2c.
MOORE, J. R., S1c.



FIRE CONTROL SCHOOL



First Row:

MYLES, E. H., S1c.
NEIBICH, H. E., S1c.
OKEN, R. J., S1c.
RUSSELL, C. B., FC3c.
SHIRKEY, J. L., S1c.

Second Row:

SPLITGERBER, T., S1c.
TROENDLY, M. M., FC2c.
TURNER, D., FC2c.
WATKINS, W. L., S1c.

CLASS 10-45

AYLSWORTH, D. A., S1c.

Third Row:

COLEMAN, R. M., S1c.
DAMOS, H. J., FC2c.
DEL VECCHIO, F. A., S1c.
JOHNSON, J. C., S1c.
LAMY, L. S., S1c.

Fourth Row:

MAGLIONE, D. J., S2c.
MAHR, L. J., S1c.
MARKIEWICZ, F. E., S1c.
MC CARTHY, W. A., S1c.
PLANTS, C. M., FC3c.

Fifth Row:

REYNOLDS, N. E., FC3c.
SANDERS, R. F., FC3c.

CLASS 11-45

ANNESE, J. J., S1c.
BARTLETT, R. C., S1c.
BRIDWELL, H. B., S1c.

Sixth Row:

CONNOR, R. H., S1c.
DE MELLO, R., S1c.
EFIRD, G., S1c.
FAIRCLOTH, L. S., S1c.
FLANAGAN, T. P., S1c.

Seventh Row:

FOSTER, J. W., FC3c.
FRISBIE, H. P., S2c.
GARNETT, C., S1c.
GOLD, L., FC3c.
HILLMAN, S. "L", S1c.

Eighth Row:

MacDONELL, R. J., S1c.
McGOWAN, W. L., FC3c.
McMANUS, C. S., FC3c.
MARROW, H. W., FC3c.
MARSHALL, R. J., S1c.

FIRE CONTROL SCHOOL



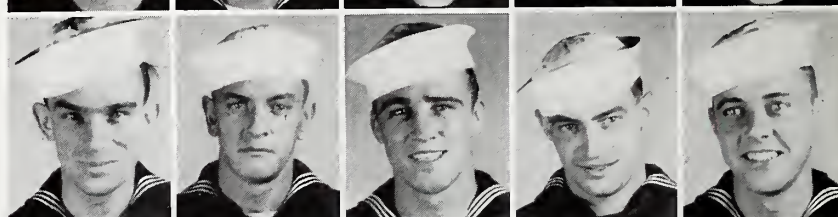
First Row:

ODER, R. L., S2c.
PARKER, P. R., S1c.
SKOROS, C. E., S1c.
STAYTON, V. A., FC3c.
STAUDT, J. L., FC2c.



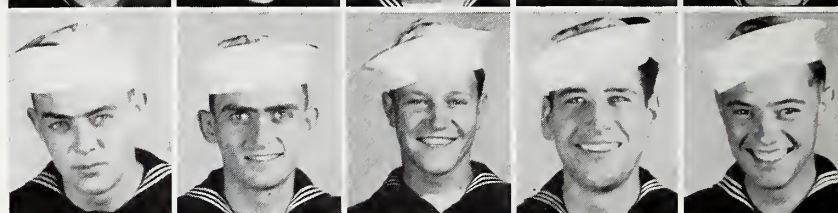
Second Row:

STRASZKOWSKI, H. J., S1c.
SWEET, R. E., S1c.
VER VALIN, A. J., FC3c.
VLIET, W. M., FC3c.
WALTERS, E. D., FC3c.



Third Row:

WEYDMAN, W. C., Jr., FC3c.
WILSON, J. D., S1c.
YATES, A. B., S2c.



CLASS 12-45

ARNOLD, E. E., S1c.
BIRKENFELD, H. J., S1c.

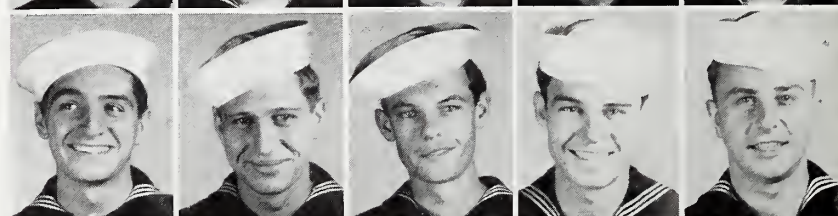
Fourth Row:

BREWER, E. O., S1c.
CHAPMAN, E. D., S1c.
COX, J. E., S1c.
EVANS, C. J., FC3c.
FISHER, D. L., S1c.



Fifth Row:

GRASSO, R. T., S1c.
HUGHES, R. M., S1c.
HUGHES, R. W., FC3c.
KEREKY, A. S., S1c.
KOLMER, R. E., S1c.



Sixth Row:

MASON, D. E., S1c.
MESZAROS, F. A., FC3c.
NICHOLS, D. B., FC3c.
NORMAN, J. J., FC3c.
PENROSE, C. R., S1c.



Seventh Row:

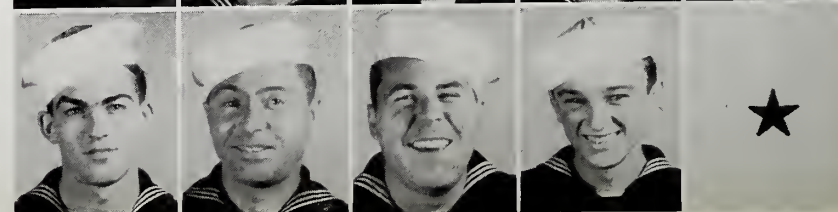
PRATT, H. H., FC3c.
ROBINSON, W. M., FC3c.
RUSSO, A. R., S1c.
SMULTEROWICZ, C. R., FC3c.
STEWART, H. H., S2c.



Eighth Row:

SPECIAL CLASS

REED, E. W., S1c.
PFAHNING, E. P., S1c.
KELLY, R., S2c.
NEMECEK, F. J., FC3c.



MACHINIST MATES' SCHOOL



F. C. BAXTER
CMM
Instructor
Evaporator Instructor

A. BUNKLEY
CMM
Instructor
Senior Chief

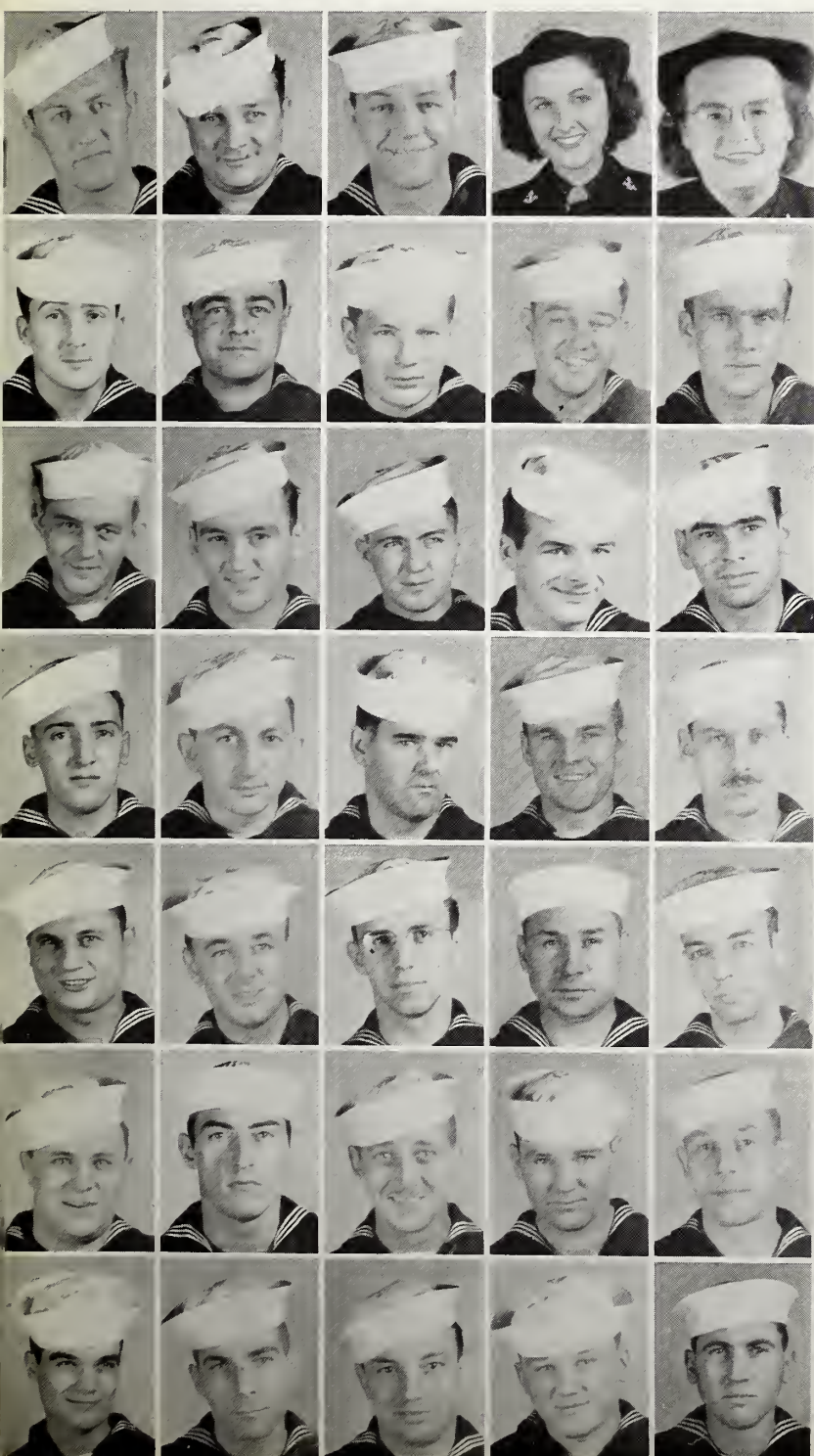
J. B. COKER
CMM
Instructor
In Charge of Diesel
Laboratory

F. J. LEWIS
CMM
Instructor
Diesel Instructor

R. E. PIERCE
CMM
Instructor
Classroom Instructor

L. A. SHAW
CMoMM
Instructor
Classroom Instructor

E. E. MYERS
CMM
Instructor
Instructor of Various
Pumps



First Row:

STUDENT INSTRUCTORS

FISHER, R. T., MM1c,
Refrigeration Instructor
HAFFLY, J. W., MM1c,
Diesel Instructor
JARRELL, C. E., MM2c,
Refrigeration Instructor
GOODRICH, O. E., Y3c,
Machinist's Mate School Yeoman
SAPP, B. J., Y3c,
Transportation Veo.

Second Row:

MACHINE SHOP

THOMPSON, N. W., MM2c.
BUCHER, L. E., Jr., MM3c.

FIRST SECTION

ADAMS, S., MM3c.
BANGERT, M. J., MM2c.
BUHOLZER, E. G., MM1c.

Third Row:

BURT, C. A., MM2c.
CAPSTUR, M., MM2c.
CLARK, F. P., MM2c.
CLISHAM, J. E., MM2c.
COLSON, W. H., MM1c.

Fourth Row:

CORBIN, H. R., MM2c.
D'ANGELO, P. J., MM1c.
DONOVAN, J. E., MM2c.
FEE, G. D., MM3c.
GOE, M. H., MM1c.

Fifth Row:

JADICK, A., MM1c.
KULBAKA, J. A., MM3c.
LIERMAN, L. W., MM3c.
LINCOLN, R. B., MM2c.
LUND, J. S., MM1c.

Sixth Row:

MAU, J. W., MM2c.
MAY, E., MM2c.
OBERG, G. A., MM2c.
OLDAKER, H. A., MM2c.
OSMAN, C. C., MM2c.

Seventh Row:

PENNY, J. R., MM3c.
ROBERTS, W. E., MM2c.
ROSE, J. P., MM2c.
SIENKIELEWSKI, W. P., MM1c.
SLOCUM, G. F., MM2c.

WILLIAM D. BRYANT
Lieutenant
Officer-in-Charge

WILLIAM JAMES PANDOLF
Chief Machinist
Assistant Officer-in-Charge
Albany, N. Y.



MACHINIST MATES' SCHOOL



First Row:

SMITH, B. A., MM2c.
SOLOMON, H., MM3c.
STREET, R. H., MM1c.
WARREN, R. L., MM1c.
WOODS, A., MM3c.

Second Row:

WRIGHT, G. A., MM2c.

SECOND SECTION

ALKINBURGH, H. J., MM1c.
BENSON, W., MM3c.
BRAYMAN, F. A., MM2c.
COLLINS, W. R., MM3c.

Third Row:

DEMETRIOUS, G., MM3c.
DOWELL, J. A., MM3c.
FRIEDLEY, C. W., MM2c.
GORDON, J. E., MM2c.
HUNTER, R. E., MM2c.

Fourth Row:

KING, E. A., MM2c.
KOPEC, C. J., MM3c.
KOSTER, R. B., MM1c.
McCULLOCH, R. M., MM2c.
MORGAN, R. D., MM3c.

Fifth Row:

MURPHY, W. L., MM2c.
NORRIS, W. J., MM2c.
PALERMO, J. A., MM2c.
PETTY, A. W., MM2c.
RAFFAELE, B., MM2c.

Sixth Row:

ROBINSON, J., MM1c.
RUNNING, C. E., MM3c.
SAMUEL, J. A., MM2c.
SAXON, E., MM2c.
STISKAL, F., MM2c.

Seventh Row:

TOWRY, V. J., MM2c.
UTTECH, M. C., MM1c.
WAGNER, H. E., MM2c.
WARD, P. L., MM3c.
WATSON, H., MM2c.

Eighth Row:

WELCH, E. V., MM2c.
WHELTON, J. W., MM1c.
WHITEHOUSE, A. D., MM2c.

THIRD SECTION

CANFIELD, J. L., MM2c.
DENNEY, A. R., MM2c.

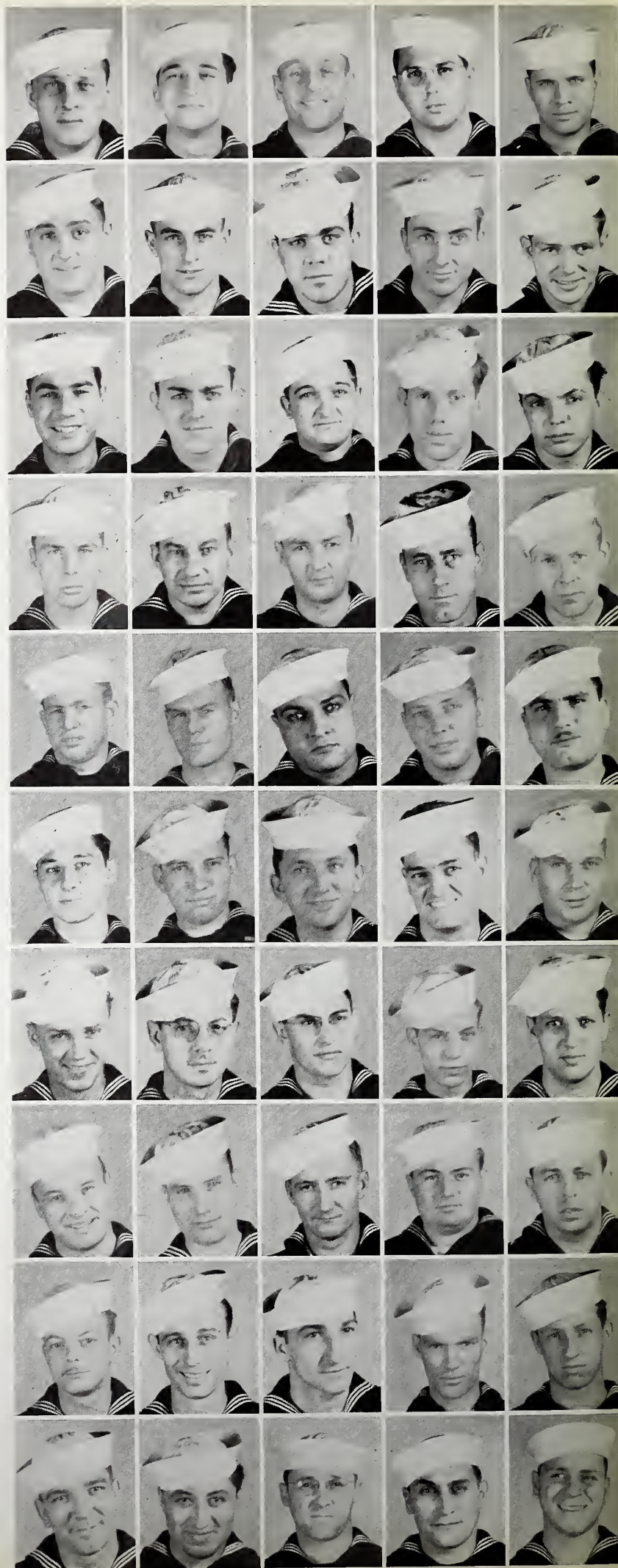
Ninth Row:

DUCKERT, C. T., MM2c.
EDWARDS, T. A., MM2c.
EFIMETZ, L. V., MM1c.
FOSTER, R. J., MM1c.
GAYNON, R. G., MM2c.

Tenth Row:

HOUSE, E., MM1c.
JARAMILLO, A., MM2c.
KELLEY, J. F., MM2c.
MADARAS, H. F., MM1c.
MANNONE, A. J., MM1c.

The course at the Machinist's Mates' School is designed primarily for the purpose of providing the Fleet with men capable of maintaining and repairing diesel engines and auxiliaries. The school will accommodate one hundred and ninety-eight men, starting at two-week intervals in groups of thirty-three. The length of the course is twelve weeks.



MACHINIST MATES' SCHOOL



First Row:

McVEY, J. F., MM1c.
MEYER, M. K., MM3c.
MORICLE, J. W., MM3c.
RAUCH, R. R., MM2c.
SALISBURY, H. F., MM3c.

Second Row:

SCOTT, W. P., MM2c.
SEXTON, H. J., MoMM2c.
SMITH, F. M., MM2c.
STRAWSER, H. H., MM2c.
STROMER, A. S., MM1c.

Third Row:

TAYLOR, J. C., MM1c.
WEED, D. J., MM2c.
WEIS W. F., MM2c.
WOOLETT, J. R., MM2c.
WOOTEN, N. M., MM1c.

Fourth Row:

FOURTH SECTION

ANGHILANTE, L., MM1c.
BONER, G. D., MM3c.
BOSWELL, GLENN R., MM1c.
CHURCH, J. E., MM3c.
CLARK, R. L., MM1c.

Fifth Row:

CONLEY, W. R., MM1c.
COSTELLO, S. J., MM2c.
CRAFT, J. O., MM3c.
DITTENHOFER, B. C., MM1c.
DRAVING, W. J., MM2c.

Sixth Row:

DUNN, G. E., MM2c.
EDWARDS, J. V., MM2c.
FEINGOLD, J. H., MoMM3c.
HOWE, P. M., MM2c.
JORDON, F., MM3c.

Seventh Row:

KOGGE, A. J., MM2c.
LLOYD, E., MM2c.
MANLEY, J. J., MM2c.
McALLISTER, C. S., MM1c.
MILLER, M. W., MM2c.

Eighth Row:

MUCKERHEIDE, D. H., MM3c.
PAINTER D. R., MM1c.
PEARSON, R. B., MM3c.
RATCLIFFE, C., MM2c.
REED, L. F., CMM.

Ninth Row:

RICE, E. E., MoMM2c.
RICKERT, G. N., MM2c.
SCHMIDT, H. A., MM1c.
SLOAN, Joseph, MM2c.
SOSTAK, S. W., MM2c.

Tenth Row:

STEPHEN, W. N., MM3c.
TRINGALI, S. C., MM2c.
WHITE, C. E., MM1c.

The course is divided into three parts: diesel engines and auxiliary equipment, including evaporators, refrigerators, and air conditioning equipment, and machine tool operation. Lectures and classroom work is given for a period of about one and one-half hours daily, and the remainder of the day is spent in actual shop practice.



JOSEPH J. TOPOR
Chief Machinist
Officer-in-Charge
Worcester, Mass.

MACHINIST MATES' SCHOOL ANNEX



The course at the Annex consists of instructions in shop calculations, reading and drawing of blueprints, and use of precision measuring instruments. Studying the operations of various machine tools ordinarily found on ship board, to enable the manufacturing of essential parts necessary for continuous operation of the ship's operating machinery.



J. P. KENNELLY
CMM



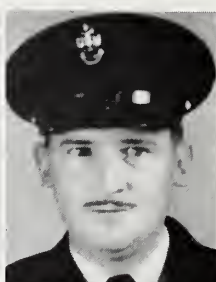
H. G. KOKRINE
CMM



W. J. MEMORY
CMM



P. MILLER
CMM



C. R. WHEELER
CMM



First Row:

SHIP'S COMPANY

ALTOBELLI, T. C., S2c.
ARBOUR, F. J., S1c.
BACON, H. R., S1c.
BATES, B. R., S2c.
BERRY, E., S1c.
BLUM, N., S1c.

Second Row:

BOBER, C. F., MoMM2c.
BOLSER, J. R., S2c.
CARCIFI, A. A., S1c.
CASTILE, B., SC3c.
CLARK, M. J., S2c.
CRISCONE, J., S2c.

Third Row:

EKHOLM, O. E., PhM1c.
KOTHMAYER, W., MM1c.
LEGRANDE, W. B., SC1c.
LUTZ, V. H., S2c.
MAGNUSSON, A. A., B3c.
MESICH, M. P., M1c.

Fourth Row:

PERRY, W. C., SK1c.
RETZLOFF, F. E., BM2c.
ROSENSTIEL, K. A., MM3c.
SHIMMEL, H., MM3c.
SMITH, D. C., F1c.
TERRELL, C. E., S1c.

Fifth Row:

TYREE, P. W., S1c.
WEEKS, W. H., S2c.
WHITE, T. C., S1c.
WILLIAMS, F. D., S1c.

CLASS 7-45

AINSWORTH, H. J., MM2c.
BROWN, D. W., MM2c.

Sixth Row:

BUCKNOT, L., JR., MM1c.
DAVIS, R. B., MM1c.
DORR, W. E., MM2c.
EADER, E., MM1c.



MACHINIST MATES' SCHOOL ANNEX



First Row:

ENTERMANN, L. F., MM2c.
GARDNER, W. A., MM3c.
INGLISH, D. M., MM3c.
JESCO, D. A., MM3c.
JOHNSON, R. W., MM1c.
JONES, O. G., MM2c.

Second Row:

KLUCZNIK, F. M., MM3c.
LONG, E. E., MM2c.
MARTIN, J. P., MM2c.
MATHESON, V. L., MM2c.
NEWTON, K. F., MM2c.
NORDBY, R. J., MM2c.

Third Row:

OSTREGO, E. M., MM2c.
BROTSMAN, E. C., MM2c.
SMITHSON, J. R., Jr., MMS3c.
SNUFFER, W. D., MM3c.
THOMPSON, G. A., MM1c.
UNDERWOOD, C. B., MM3c.

Fourth Row:

WISE, J. C., MM3c.
WARD, J. J., MM1c.
WEBSTER, L. H., MM1c.
WEINING, G. T., MM2c.
WHITE, T. J., MM1c.
WILLIAMS, J. T., MM1c.

Fifth Row:

WOLF, V. H., MM1c.

CLASS 8-45

ARIGO, C. S., MM2c.
BARRY, R. J., MM1c.
BONIN, N. A., MM1c.
CHORMANSKI, S. J., MM1c.
COCHRAN, B. B., MM1c.

Sixth Row:

DAMERON, G. M., MM1c.
DUDEK, F., MM2c.
EDSALL, G. W., MM2c.
FILIPPO, C. F., MM2c.
FLORCZYK, H. W., MM2c.
FRANCO, A., MM3c.

Seventh Row:

GUSTIN, J. R., MM2c.
HAGER, J. B., MM1c.
HLEBAK, P. R., MM2c.
IDSON, L., MM2c.
JOHNSON, L. E., MM2c.
KAMPMAN, L. H., Jr., MM2c.

Eighth Row:

KAZANCHY, T. V., MM2c.
KEEN, L., MM3c.
KULIK, V. J., MM2c.
MALONEY, J. F., MM3c.
McWILLIAMS, B. F., MMS3c.
MILLS, E. F., MM2c.

Ninth Row:

ROTHMAN, R., MM3c.
SANHEIN, E. W., MM3c.
SCOTT, E. W., MM2c.
SEIMETZ, L. E., MM3c.
SMITH, J. E., MM2c.
SPRAGUE, L. C., MM2c.

Tenth Row:

SPUTANIK, M., MM2c.
SOUZA, F. A., MM1c.
SUTTON, J. W., MM2c.
VANASCO, F., MM3c.





JOSEPH J. JOERG
Lieutenant
Instructor
Albany, N. Y.



JAMES B. BURTON
Lieutenant
OIC, Radar School
Danville, Va.



THEODORE W. ABOLIN
Lieutenant (jg)
Decatur, Ill.



LEO R. COUGHLIN
Lieutenant (jg)
Instructor
Council Bluffs, Iowa



ANNABELL M. ST. CLAIR
Ensign
Instructor
Memphis, Tenn.

RADAR MATERIEL SCHOOL

One of the immediate problems that faced the United States Navy upon America's entry in the war was that of training the thousands of fleet and aviation radio technicians in the maintenance of a brand new weapon—a weapon without precedence or parallel—RADAR.

The great electrical and radio corporations of the United States had already received the "go ahead" on production, and soon, very soon, complicated Radar and its associated apparatus would be rolling off the assembly lines in unending numbers, to be placed aboard every sizeable vessel and aircraft of the U. S. Navy.

Every major Naval radio materiel school immediately included a course in Radar in its training program, and new schools were commissioned to help meet the demand for trained Radar maintenance men. Special recruiting programs searched for men with radio backgrounds. But for all that, men trained in Radar maintenance were not reaching the Forces Afloat fast enough. There was but one answer: to train the technicians already in the Fleet and in the air.

To meet this assignment, a Radar Materiel School was established at the Fleet Service Schools early in 1942. One officer and nine men opened the school to a group of less than 50 students direct from Fleet units of the U. S. Navy—without benefit of textbooks or equipment, but with personal experience, ability and a determination to carry out the assignment.

That was the beginning, but soon Radar sets came in numbers: new designs, new theories, challenging the ability of every instructor: to install, to learn and to teach each new gear as it came from the factory; to send a trained man back to his Command, prepared to

maintain a Radar set which had already been, or soon would be, installed aboard his ship or plane.

Nearly three years have gone by since its inception, but the purpose of the Radar Materiel School has remained for the most part unchanged. The Staff has been increased to four officers and 25 enlisted instructors and two additional buildings, one a five-story tower, have been constructed to house the ever-increasing number of new Radar equipment and to accommodate a larger student body.

The Radar Materiel School is unique among similar schools in that it offers as its regular course of training an intensive, highly practical program in Radio Theory, Physics, Electronic Control Circuits, Advanced Radio Circuits and Radar Maintenance in the comparatively short period of sixteen weeks. As an additional service to the Navy's Fleet and Air Arm, the school also offers short specialized Refresher Training courses in the latest types of Radar equipment.

Among its graduates, the school lists Aviation Radiomen, Aviation Radio Technicians, Aviation Electrician's Mates, Radarmen, Radio Technicians, Radiomen, Sonarmen, Fire Controlmen and seamen strikers for the above ratings. These are graduates of the regular course of instruction. Special training projects have also been handled, one such consisted in the training of eighty Wave Officers in Radio, Radar and Sonar; another in the training of one hundred Radar Operators in connection with the maintenance of a special type of Army Radar equipment.

We are proud of our job and of the students we have graduated. We will continue on duty assigned until "Cease Firing" is sounded. We will not forget that we exist solely to serve the Navy's fighting forces.

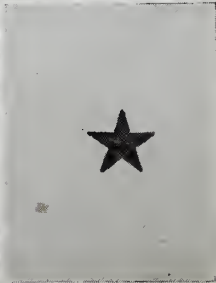
N. A. AMUNDSEN
CRT
Instructor

J. C. COX
CRM
Instructor

L. H. CRATON
CRT
Instructor

V. A. CUCKLER
CRT
Instructor

N. L. DARLING, JR.
CRT
Instructor

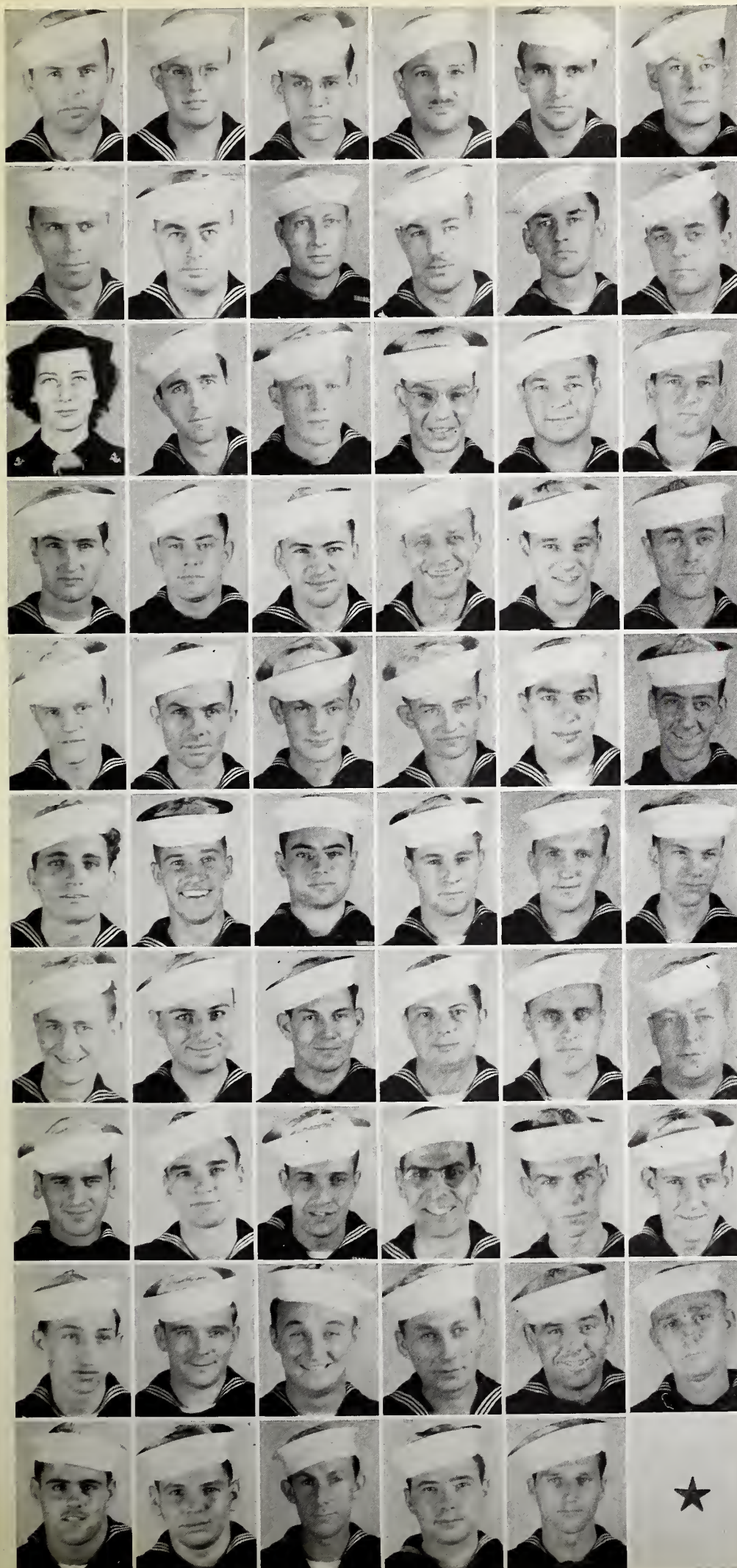


T. W. DEWITT
CRT
Instructor

J. W. GOVIER
ACRM
Instructor

D. L. LEIPHART
CRT
Instructor

H. J. MORGAN
CRT
Instructor



RADAR MATERIEL SCHOOL



First Row:

RADAR INSTRUCTORS

BROWN, R. H., Jr., RT1c.
GAIL, W. A., Jr., RT1c.
HAYHURST, B. R., ART1c.
MESSINA, E. R., RT1c.
SHIPMAN, J. T., RM1c.
SWEET, R. I., RT1c.

Second Row:

ZEMBA, P. A., RT1c.
BUTLER, H. L., RT2c.
FRANZ, G. K., RdM2c.
HAUER, F. R., RT2c.
McFARLAND, R. B., RdM2c.
KALLBORN, T. O., RdM3c.

Third Row:

MacDONALD, K. K., Y3c (Wave)
MURPHY, H., RT3c.
PETERSON, P. D., RT3c.

CLASS 3-45

BRUCE, J. I., RM1c.
CHAMBERS, J. C., RdM2c.
CHAPMAN, H. E., RdM2c.

Fourth Row:

CLARK, D. R., ARM2c.
CONWAY, K. L., RdM2c.
COOK, H. R., ARM2c.
DENNEY, L. V., RM3c.
ECKLES, J. W., RdM2c.
GARSIDE, J., RdM2c.

Fifth Row:

GRONER, A. H., RM3c.
HATHAWAY, N. G., RdM3c.
HULL, R. B., RM2c.
LATCHERAN, G., RdM2c.
LIEPOLD, D. E., RM2c.
LOGAN, L. E., RdM2c.

Sixth Row:

McCLUNG, E. T., RdM3c.
MITCHELL, A. C., RdM3c.
MORAVITS, S. E., ARM3c.
O'TOOLE, A. T., RdM3c.
PEACOCK, W. J., RdM2c.
REIN, J. R., RdM3c.

Seventh Row:

REUBENSAM, U. A., RdM3c.
SHEPHERD, C. N., ARM1c.
SORENSEN, L. F., RdM3c.
STEWART, A. L., ARM3c.
STILLMAN, R. J., RdM2c.
THOMPSON, A. G., RT1c.

Eighth Row:

VODOLA, J., ARM2c.
WATSON, W. W., RdM2c.

CLASS 4-45

BERGER, J. S., RdM3c.
BOTSFORD, J. W., ART2c.
BRANHAM, J. W., RdM1c.
BRANHAM, M. L., RdM2c.

Ninth Row:

CIESIELKA, M. J., RdM2c.
GEARY, P. J., Jr., RdM3c.
GROGAN, W. J., RT2c.
GROSSFIELD, P., S2c.
HART, J. E., ARM1c.
HAWKINS, J. B., ARM1c.

Tenth Row:

JONES, F. W., ARM3c.
KEPHART, R. D., RM3c.
KRONTILIK, J. G., RdM3c.
KUBIAK, J. A., RM3c.
LOHNES, E. A., RdM2c.



RADAR MATERIEL SCHOOL



First Row:

LUTHI, D. D., RM3c.
MASULLO, R. A., RdM3c.
McCOY, E., ART3c.
MEALY, G. M., RM3c.
PAYNE, L. J., RdM3c.
PRZYBLA, E. F., RdM2c.

Second Row:

RASCH, J. M., RM2c.
ROELAND, F. B., RdM3c.
ROLL, H. G., RM3c.
ROWLAND, W. R., RdM3c.
RUSSELL, H. W., RdM2c.
SHAW, F. W., RdM2c.

Third Row:

SIDES, H. E., RdM2c.
SMITH, C. F., ART3c.
SMITH, F., ART2c.
STEELE, E. S., RM3c.
TIFT, R. E., RdM2c.
VOGEL, N. A., RdM2c.

Fourth Row:

WALSH, J. P., RdM2c.
WEBBER, J. I., RdM3c.
WILCOXON, M. R., RdM1c.
STEVENS, E. C., S1c.

CLASS 5-45

BOYKIN, R. E., RT3c.
BRAUNSTEIN, B. W., RM2c.

Fifth Row:

CHRISTISON, T. J., RdM2c.
CLIFT, W. M., ARM3c.
CONNOR, D. J., RM3c.
FITZGERALD, J. J., RdM2c.
GEISS, W. R., RdM2c.
GRUHN, L. O., RdM2c.

Sixth Row:

HALL, A. D., S1c.
HANNON, J. E., RdM2c.
HARDY, J. V., ART3c.
HENSCHEL, H., RdM3c.
HERMISON, R. A., RdM2c.
HILLEARY, C. L., RdM2c.

Seventh Row:

JOHNSON, L. M., RdM2c.
MERCER, C. D., RdM2c.
MEYER, W. M., RdM3c.
MICHELLI, R. H., RdM1c.
MINTER, J. B., SoM2c.
NOLAND, J. T., Jr., RdM3c.

Eighth Row:

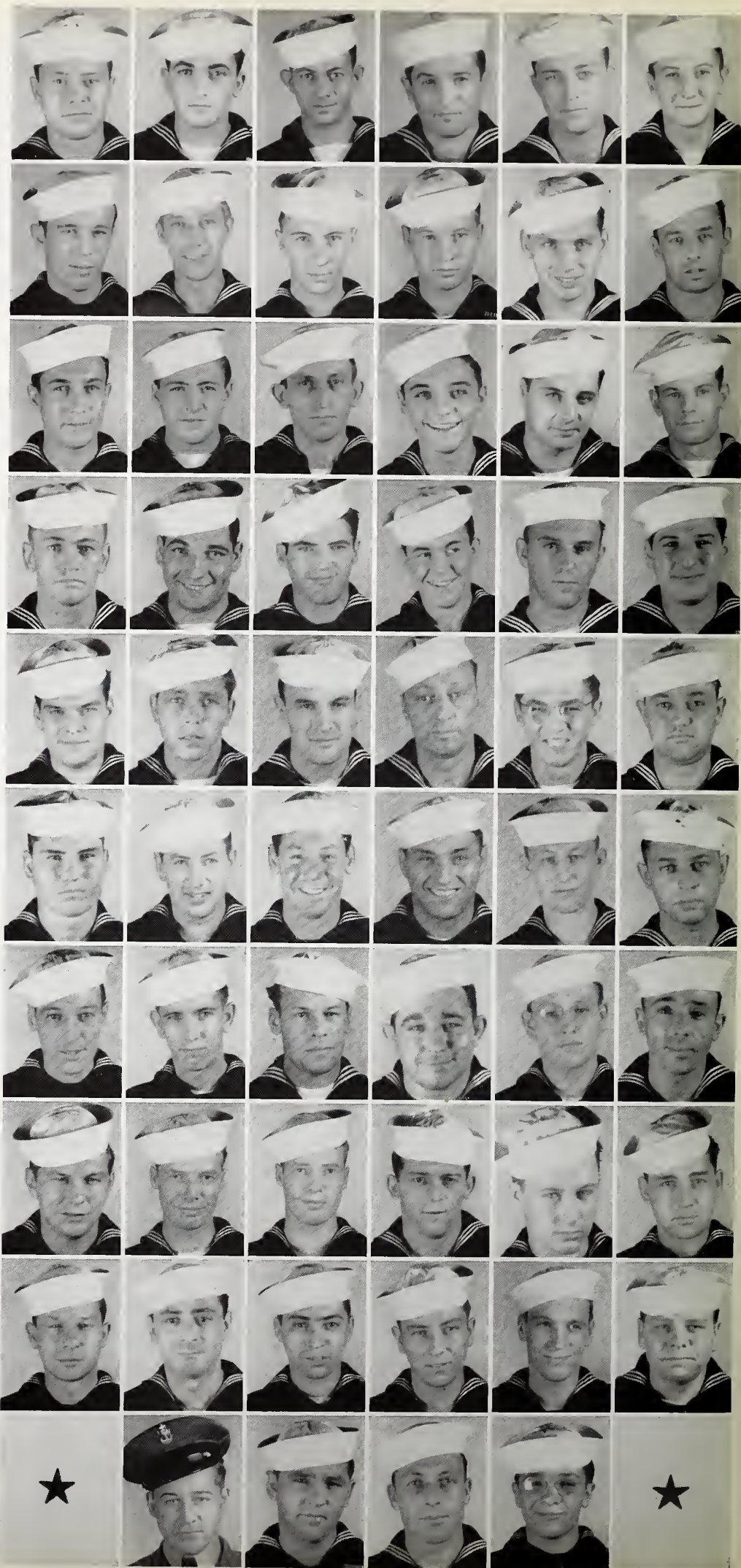
PELLETIER, J. A., RM3c.
PICTOR, R. J., RdM2c.
PICTOR, W. R., RdM2c.
POZUCEK, I. J., RdM2c.
REDDY, T. J., RdM2c.
ROBBINS, J. A., RdM2c.

Ninth Row:

RUPERT, S. E., RM3c.
SALZMAN, C., RdM3c.
SILVA, R. L., RdM2c.
SMITH, J. R., ART3c.
STEPHENS, R. E., RdM2c.
STEWARD, L. E., RdM2c.

Tenth Row:

STOVALL, C. H., CRM.
THURMAN, D. W., RdM2c.
WALKER, J., RdM2c.
WHITESEL, R. T., RdM3c.



RADAR MATERIEL SCHOOL



First Row:

WITMAN, H. J., RT3c.
WITTENBORN, J. D., RdM2c.

CLASS 6-45

BAJEK, J. F., RdM2c.
BANKS, L. J., RdM3c.
BAXTER, W. P., RT2c.
BECKER, C. F., RdM2c.

Second Row:

BOYD, B. W., RdM1c.
BRAUNING, P. E., RT1c.
BROWN, R. B., RdM3c.
BROZYNSKI, H. J., RdM3c.
BRUNJES, R. G., RdM3c.
CANTRELL, J. F., RdM3c.

Third Row:

CARTER, J. L., RdM3c.
CLARK, B. C., RdM1c.
CONINGSBY, F. R., RT3c.
DAVIN, T. J., RdM2c.
DeCAMP, T. A., RM3c.
DUKOVICH, F. A., RM1c.

Fourth Row:

DURRWACHTER, A. F., RdM3c.
EDWARDS, E. B., RdM1c.
FANT, J. E., RM2c.
FAZIO, J. J., RdM2c.
FOORKIOTIS, C. J., RdM2c.
GUREWICH, B. F., RdM2c.

Fifth Row:

HILL, C., RdM2c.
HOGENCAMP, H. A., RdM3c.
HUGHES, J. E., RM3c.
JENKINS, T. H., RdM2c.
JOHNSON, N. J., RdM3c.
KELLER, N. A., RdM2c.

Sixth Row:

LEE, M. T., RdM2c.
LILLY, E. A., RM3c.
LOWE, R. M., RdM1c.
LUCKENBACH, J. L., RdM1c.
MATTSON, N. E., RdM2c.
McCARDLE, K. R., RdM2c.

Seventh Row:

MECHLER, W. A., RdM2c.
MERRITT, W. H., RT3c.
O'GRADY, J. P., RdM2c.
OLEX, S. J., RM2c.
PEYTON, G. W., RdM1c.
PYZYNA, H. L., RT3c.

Eighth Row:

QUACKENBUSH, M. D., RM2c.
RIORDAN, J. J., RdM2c.
RUSH, E. T., RdM2c.
SANDERFER, O. J., RdM2c.
SHAPIRO, M. F., RdM2c.
SHULGIN, A. T., FC3c.

Ninth Row:

SIMPSON, D. H., RT2c.
SMALLDON, J. E., RM3c.
SPALLA, J. R., RM3c.
STEFANICK, J. J., RdM3c.
STRICKLAND, E. M., RdM2c.
STROM, T. H., RdM3c.

Tenth Row:

SUTKOWSKI, T. J., RdM3c.
THOMAS, C. G., RdM1c.
THORPE, R. A., RdM3c.
WEINER, W. F., RdM3c.





FAY C. SCHRIVER
Lieutenant
Officer-in-Charge
New York, N. Y.

GYRO COMPASS SCHOOL

The Gyro Compass School is for the instruction of officers and enlisted men of the Fleet in the theory, operation, repair, maintenance, etc., of both Sperry and Arma compasses and associated equipment, such as deadreckoning tracers, alidades, Selsyn repeaters, vacuum and Thyration tubes, etc.

The capacity of the school is eighty men, and the course is for sixteen weeks. Men eligible for

this school must be an electrician's mate of any rate.

ELECTRICAL MAINTENANCE SHOP

Maintenance of station electrical equipment.

MULTILITH SHOP

Printing of general forms, pamphlets, blue-prints, station stationery, etc.



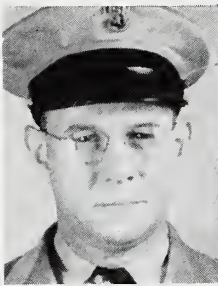
J. L. EDEN
CEM
Instructor



R. H. FANCHER
CEM
Instructor



R. GURNEE
CEM
Instructor



G. HENDERSON
CEM
Instructor



G. G. SPHON
CEM
Instructor



R. O. SUITT
CEM
Instructor



J. DAWSON
CEM
In Charge of Electrical
Maintenance Shop

H. BOLLING
EM1c
Electrical Maintenance and Typewriter Repair

J. E. SUMRELL
SA12c(TR)
Electrical Maintenance

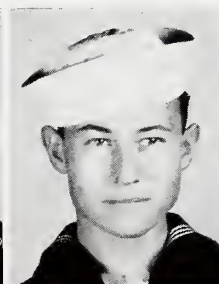
W. J. WALLACE
EM1c
Electrical Maintenance

W. E. Brown
EM3c
Electrical Maintenance

E. M. DAVIS
S1c
Electrical Maintenance



O. F. BUSS
Prtric
Supervisor of Print
Shop



C. D. COLEMAN
Prtric
Printer and
Photographer



C. HAAS
TM3c
Photographer



R. H. SANFORD
S2c
Striking for
Photographer



E. J. DOLAN
Y2c
Yeoman for Gyro
School

GYRO COMPASS SCHOOL



First Row:

CLASS 3-45

BANFIELD, S. L., EM2c.
BECKER, B. W., EM1c.
BROCKETT, C. L., EM2c.
COWIE, J., M2c.
DEPP, H. J., EM2c.

Second Row:

GEORGE, W. C., EM3c.
HICKINBOTHAM, L., EM3c.
PREINER F. G., Jr., EM3c.
RIFKIN, I., CEM.
RUDA, J. H., EM1c.

Third Row:

SINGER, H. E., EM1c.

CLASS 4-45

BIANCUCCI, V., EM3c.
BOEHMER, L. C., EM1c.
BYRD, J. D., Jr., EM1c.
ECKERT, R. W., EM3c.

Fourth Row:

GENTRY, H. E., EM3c.
GROSE, T. E., EM2c.
HOGAN, M., EM1c.
HOLMES, R. D., EM2c.
MARCINKOWSKI T., EM2c.

Fifth Row:

McVEY, R. J., EM1c.
MIRACHI, G. C., EM1c.
MITCHELL, C. F., EM3c.
NAGENGAST, C. F., EM3c.

CLASS 4-45

POLLARD, H. H., EM1c.

Sixth Row:

ROBERTS, V. D., EM2c.
SCOTT, W. L., EM2c.
SLATER, H. D., EM3c.
VAN WIERINGEN, A., EM2c.
VERSHUM, D. H., EM2c.

Seventh Row:

WARD, R. E., EM3c.

CLASS 5-45

ARNOLD, B. E., EM1c.
BELL, R. J., EM2c.
BRIDEGAN, W. J., EM3c.
DAWSON, V. R., EM2c.

Eighth Row:

FARACI, R. A., EM3c.
FRANZONE, L. A., EM2c.
HARRELL, L. A., EM3c.
HERBOLD, E. O., EM1c.
HUNT, P. P., EM2c.

GYRO COMPASS SCHOOL



First Row:

KINCANNON, B. H., EM3c.
KING, J. R., EM3c.
MASSEY, J. P., EM2c.
McCORD, J. H., EM1c.
MELARAGNI, D. C., EM1c.

Second Row:

MELLOTT, A. G., EM1c.
NEWBERN, E. B., EM1c.
PAUL, G. T., EM1c.
RICHTER, F. S., EM2c.
SEIDEL, D. F., EM3c.

Third Row:

SPENCER, H. E., EM1c.
STAARMAN, A. G., EM3c.
SUGARMAN, J., EM3c.
WOLFE, F. H., EM1c.
YOUNGBERG, C. E., EM3c.

Fourth Row:

CLASS 6-45

ALEXANDER, C., EM3c.
BISCAK, E. J., EM1c.
BURNS, P. E., EM3c.
CAMPBELL, J. M., EM3c.
CAPPS, M. B., EM2c.

Fifth Row:

COMERFORD, J. E., EM2c.
COWHAM, V. H., EM2c.
EVANS, A., EM3c.
GREAVES, G. L., CEM.
JENKINS, W. G., EM3c.

Sixth Row:

MERRITT, C. W., EM1c.
MISENTA, J. H., EM2c.
MOON, T., EM1c.
OBENAUF, F. D., EM3c.
ROBINETTE, J. R., EM1c.

Seventh Row:

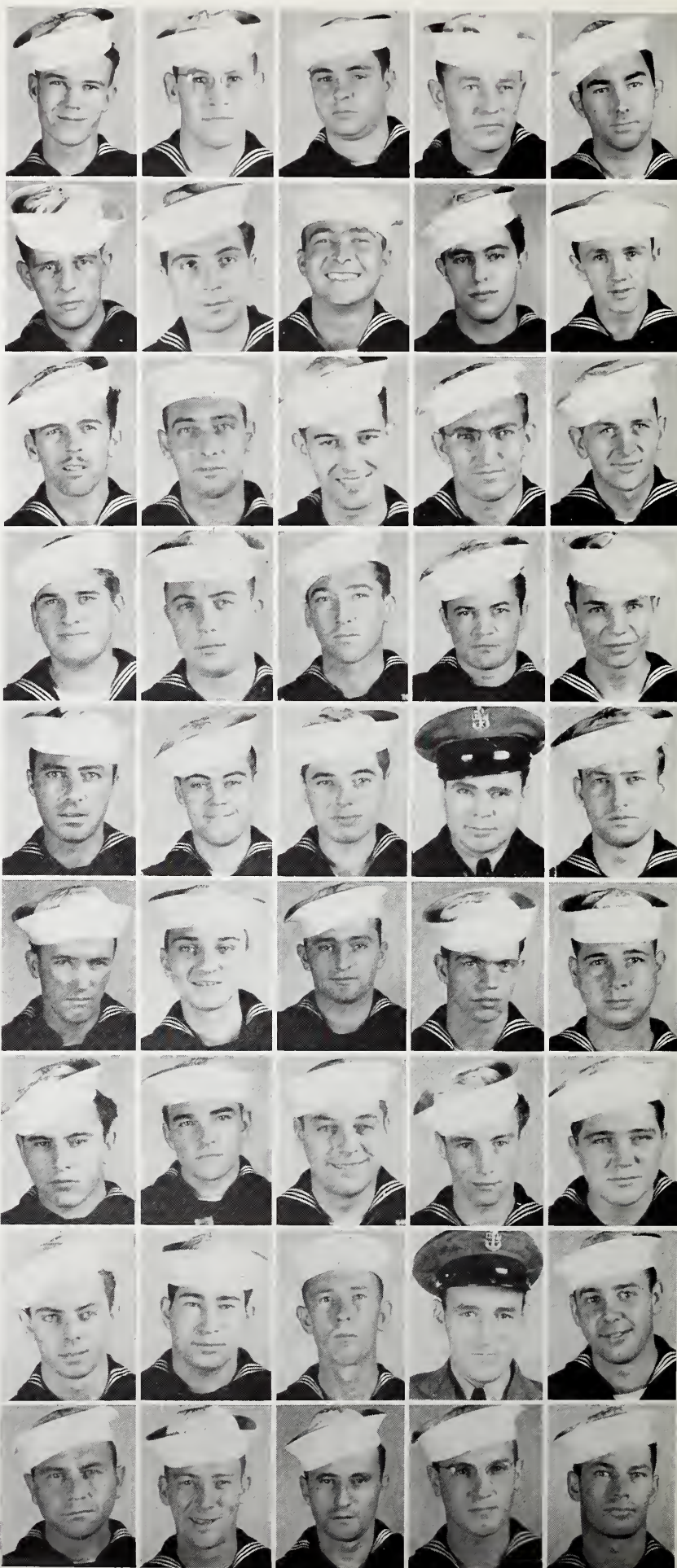
SHEPHERD, D. P., EM3c.
SHIFLETT, G., EM3c.
THATCHER, W., EM2c.
THIBODEAU, R. J., EM1c.
TIMMONS, W., EM3c.

Eighth Row:

TIVNAN, F., EM3c.
TRAIGER, A., EM3c.
VANCE, W. L., EM3c.
WYLLIE, A. S., CEM.
BARTHEL, E. R., EM1c.

Ninth Row:

BLOOMER, L. G., EM1c.
EDWARDS, Paul S., EM2c.
LANDERS, J. E., EM2c.
MILLIMAN, E. J., EM1c.
WOODSON, B. M., EM3c.





EDWARD F. CROUCH
Lieutenant (jg)
Officer-in-Charge
Norfolk, Va.



JOSEPH H. BARTON
Chief Torpedoman
Assistant Officer-in-Charge
Berwick, Pa.



F. W. CARL
CTM



T O R P E D O S C H O O L

The Torpedo School, Fleet Service Schools, was commissioned with the other schools of this command on 1 April, 1942.

The School has a staff of two (2) officers and twenty-seven (27) enlisted men of whom twenty-two (22) are Chief Torpedomen's Mates, one (1) Torpedoman's Mate First Class, one (1) Torpedoman's Mate Second Class, one (1) Torpedoman's Mate Third Class and one (1) Seaman

First Class. One (1) Yeoman Second Class handles all the clerical work of this school.

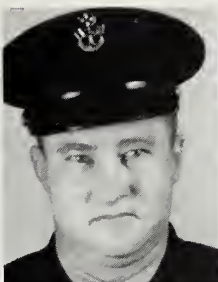
The complement of the school is three hundred (300) students, all men who have seen service at sea, being selected for torpedo training by Commander Service Force, U. S. Atlantic Fleet.

This school is maintained for the training of enlisted personnel in the maintenance and fire control of torpedoes and torpedo machinery.

W. J. ABBOTT
CTM
Fire Control



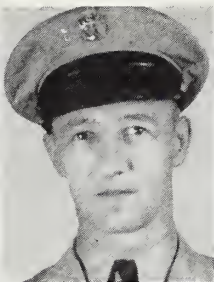
H. C. ARMSTRONG
CTM
Attack Teacher



W. P. BILLINGS
CTM
Instructor, Class



C. K. CHILSON
CTM
Chief in Charge of
Torpedo School



C. D. DAVIS
CTM
Instructor, Class



C. EASTERLING
CTM
Instructor, Class



A. KREMENSKY
CTM
Fire Control



O. H. KING
CTM
Fire Control



N. MACK
CTM
Tool Room and
Compressor



H. S. PETERS
CTM
Instructor, Class



A. PETERSON
CTM
Instructor, Class



L. W. RUTLEDGE
CTM
Instructor, Class



H. E. SNYDER
CTM
Instructor, Class



K. L. SWEET
CTM
Instructor, Class



R. L. SPURLIN
TM1c
Instructor



A. I. KROGNES
TM2c
Moving Pictures and



D. H. SANBORN
Y2c
Office



E. BEAN
TM3c
Compressor and Shop
Progress Courses



M. A. DANIEL
S1c
Tool Room



M. E. TANNERY
CTM
Instructor-Class



F. TAGUE
CTM
Gyro and Housings

TORPEDO SCHOOL



First Row:

AMARAL, A., (n), S1c.
ANDERSON, A. C., TM3c.
ANDERSON, F. J., S2c.
ANDERSON, I. L., S2c.
ANDERTON, R. L., TM3c.
AUSTIN, E. J., TM3c.

Second Row:

BAILEY, M. H., TM3c.
BARRANCO, C., (n), S1c.
BAYOREK, J. G., TM3c.
BEARD, G. W., S1c.
BELL, D. E., S1c.
BLOOD, W. H., TMV3c.

Third Row:

BLYSTONE, J. A., S1c.
BRESCHER, B. J., S1c.
BRESHEARS, L. M., TM3c.
BRISCOE, J. R., Jr., TM3c.
BROWN, C. E., Jr., S1c.
BRUNO, F. M., TM3c.

Fourth Row:

CANSLER, J. E., S1c.
CARD, C. E., TM3c.
CHATTERTON, A. C., TM3c.
CRILLEY, P. J., S2c.
CLAY, R. W., TM3c.
CLEARMAN, F. A., Jr., S2c.

Fifth Row:

COLLINS, H. H., S1c.
COVENY, A. A., TM3c.
CRANMER, H. E., S1c.
CROCKER, E. E., TM3c.
CURL, R. R., TM3c.
DALRYMPLE, M., Jr., S1c.

Sixth Row:

DELANEY, K. G., TM3c.
DELANO, W. L., TM3c.
DANIELIAN, J. J., TM3c.
DANSO, G. J., Jr., S1c.
DANSKY, I. E., S1c.
DARLING, L. A., S1c.

Seventh Row:

DENAULT, L. A., S1c.
DUNCAN, V. L., S1c.
DYE, F. D., S1c.
EASON, W. G., S1c.
EASTWICK, W. H., S1c.
EBY, W. J., TM3c.

Eighth Row:

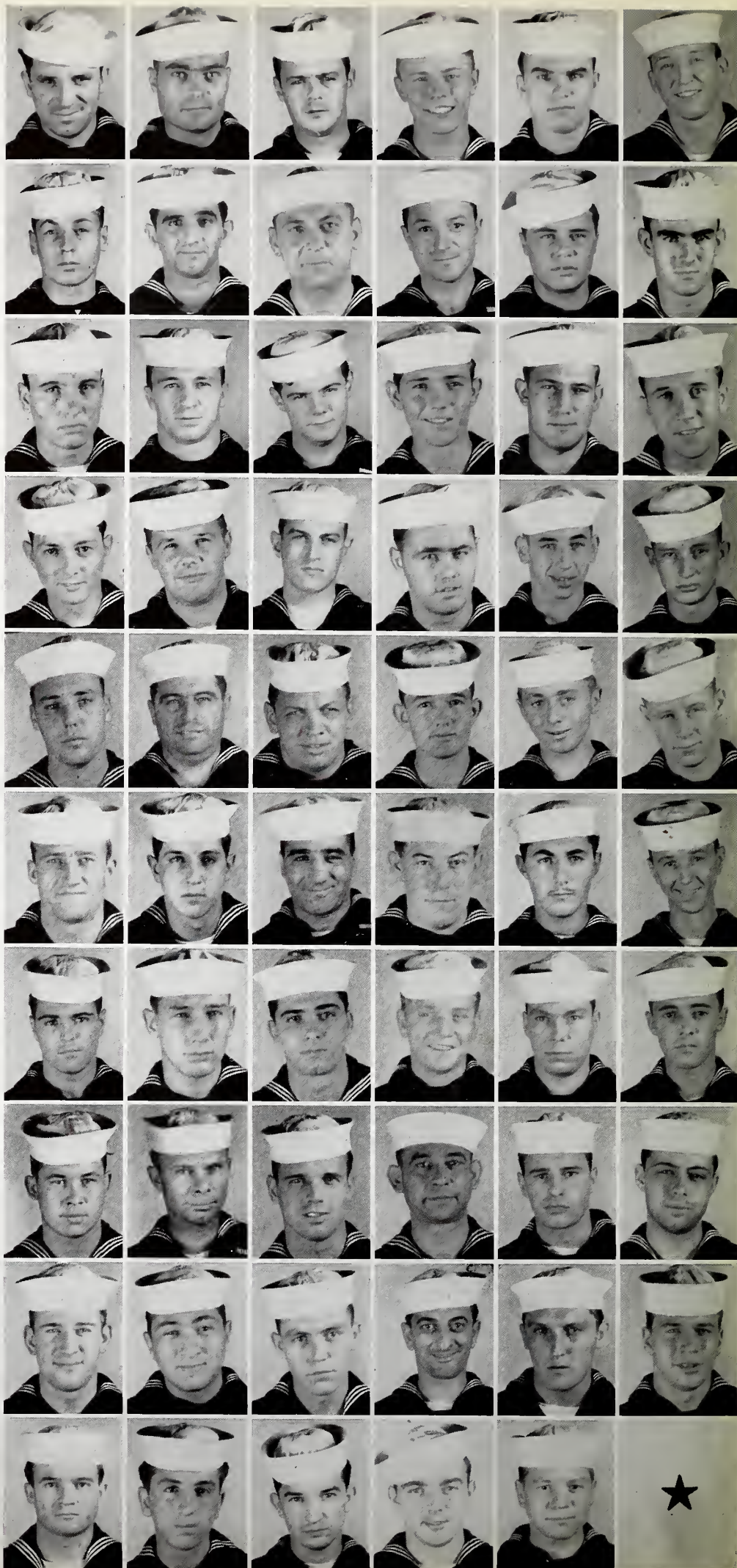
EDWARDS, W. A., S1c.
ENDER, G. W., TM3c.
ESTELL, J. E., TM3c.
ESTES, M. E., S1c.
FARMER, G. A., TM3c.
FEINBERG, M. S., TM3c.

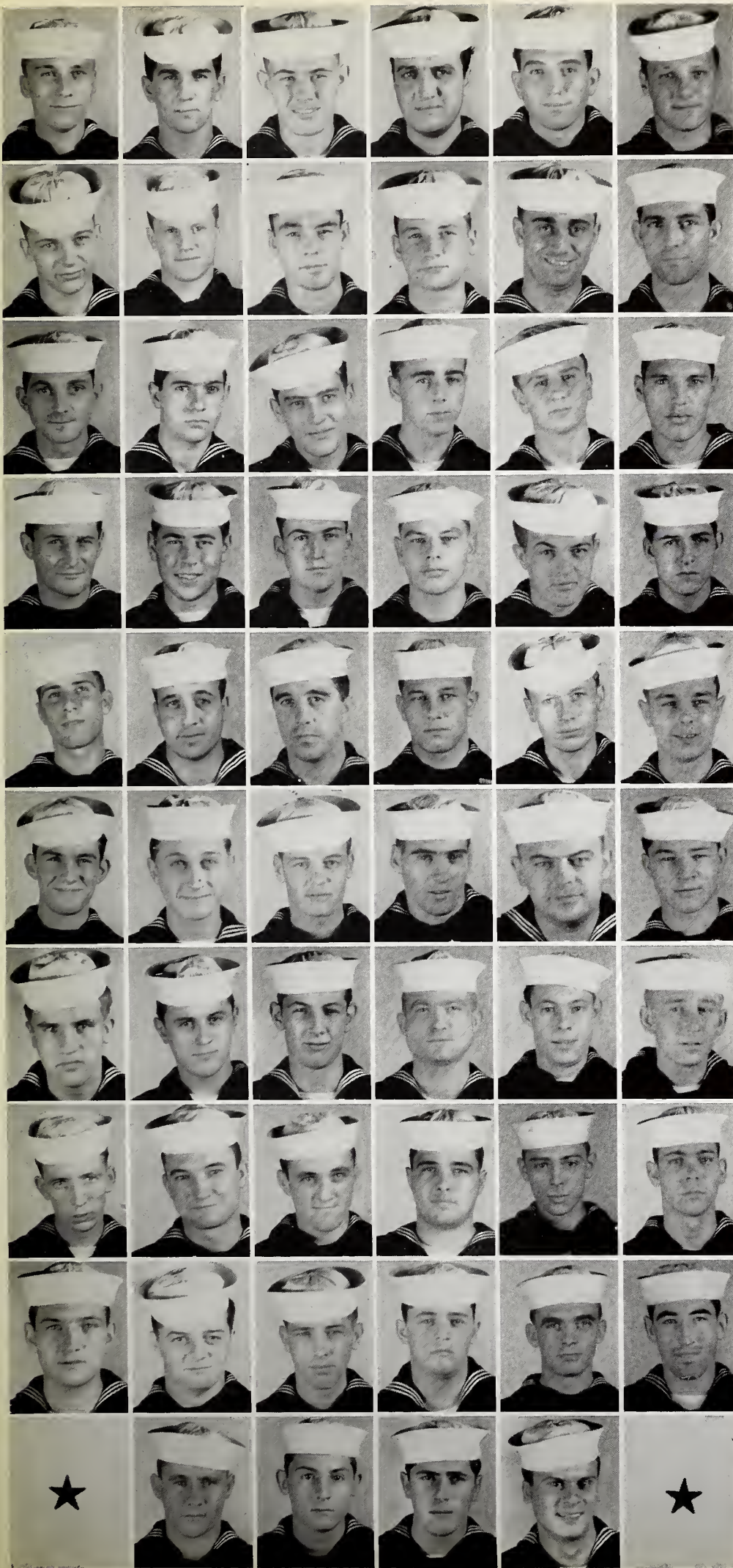
Ninth Row:

FICKEL, D. G., S1c.
FREEDMAN, A. H., S1c.
FRANKLIN, M., (n), S2c.
GALLO, P., (n), TM3c.
GAMBLE, D. E., TM3c.
GAMBLE, F. J., S1c.

Tenth Row:

GARNER, W. V., S2c.
GIANCHETTI, A. F., S1c.
GIBSON, P. S., TM3c.
GIRNIUS, A. S., S1c.
GLASS, E. (n), S2c.





TORPEDO SCHOOL



First Row:

GLINSKI, C. V., S1c.
GONNELLI, N. J., S1c.
GREIG, G. W., S1c.
GREINER, G. W., TM3c.
GROW, C. D., TM3c.
GUSTITUS, E. J., Jr., TM3c.

Second Row:

HANSEN, W. J., TM3c.
HART, R. O., S1c.
HARGROVE, C. R., S2c.
HENRY, W. (n), S2c.
HEUBUSCH, E. J., S2c.
HICKS, R. E., TM3c.

Third Row:

HILBERT, C. G., S1c.
HOLLINGER, J. E., S1c.
HOWARD, R. E., S1c.
IRVIN, J. F., TM3c.
JAEGLY, J. W., TM3c.
JONES, W. J., TM3c.

Fourth Row:

JURIS, J. (n), S1c.
KEIL, A. J., Jr., TM3c.
KEMMY, D. T., S2c.
KIDD, W. E., TM3c.
KOCHANOWSKI, W. J., S1c.
KOHLEBAKER, A. L., S1c.

Fifth Row:

KUTZ, A. G., TM3c.
LACCI, A. A., TM3c.
LENTZ, H. W., S1c.
LESNIOK, E. F., S1c.
LINK, J. W., TM3c.
LOHNES, J. L., TM3c.

Sixth Row:

LOISELLE, P. A., S1c.
MAHDIK, W. R., TM3c.
MARKOWSKI, G. L., TM3c.
MARSTELLER, H. W., TM3c.
McCLURE, E. A., TM3c.
McCOLLUM, B. P., S1c.

Seventh Row:

MEHLMAN, T. T., TM3c.
MERVONIK, S. (n), S2c.
MILLER, A. E., TMV3c.
MILLER, H. J., TM3c.
MILLICAN, R. B., TM3c.
MOLER, C. W., TM3c.

Eighth Row:

MOLLOY, M. P., TM3c.
MOORE, L. H., TMV3c.
MORENZI, E. J., S2c.
MULLEN, J. A., S1c.
MUMAW, C. E., TM3c.
MURPH, J. I., TM3c.

Ninth Row:

MYERS, C. M., S2c.
NACE, T. L., TM3c.
O'BRIEN, W. J., S2c.
O'CONNOR, G. J., TM3c.
O'NEILL, J. P., TM3c.
O'REILLY, A. P., TM3c.

Tenth Row:

OSBORNE, J. L., TM3c.
OVERTON, R. L., TM3c.
PAGANESSI, E. R., S1c.
PALUMBO, S. (n), TM3c.

TORPEDO SCHOOL



First Row:

PARKHURST, F. B., TM3c.
PAVLIC, J. J., TM3c.
PAYNE, W. J., TM3c.
PEARCE, C. R., S1c.
PERRY, S. D., TM3c.
PHILLIPPE, W. D., TM3c.

Second Row:

PHILLIPS, A. R., TM3c.
PHILLIPS, J. F., S1c.
PREIST, A. J., TM3c.
PURPURA, P. P., S1c.
QUENNETT, L. A., TM3c.
RAGUSA, J., TM3c.

Third Row:

RAMSEY, F. G., TM3c.
RASMUSSEN, W. (n), TM3c.
REEVES, A. L., S1c.
REVALEE, W. F., S1c.
RHONE, A. J., S1c.
RODERY, M. L., TM3c.

Fourth Row:

RYAN, L. S., S1c.
SANTOW, F. G., TMV3c.
SCARBROUGH, A. L., S1c.
SEARS, R. J., S2c.
SENECAL, N. M., S1c.
SHEMANSKY, W. (n), TM2c.

Fifth Row:

SHIVERS, J. B., TM3c.
SIVONDA, A. (n), S2c.
SMINKEY, P. A., Jr., S1c.
SMITH, C. S., S1c.
SMOOT, A. D., S1c.
SPAIN, L. C., TM3c.

Sixth Row:

SPURGEON, R. E., TM3c.
STOEGER, L. J., S1c.
STOKES, R. R., TMV3c.
STONER, C. S., TM3c.
STUTZMAN, D. H., S2c.
TALLMAN, S. B., S2c.

Seventh Row:

TERENSKY, J. (n), TM3c.
TISHEY, J. G., S1c.
THOMPSON, W. A., Jr., TM3c.
TOLLEFSON, K. B., S1c.
TREADWELL, J. T., S1c.
TROTTI, R. L., S2c.

Eighth Row:

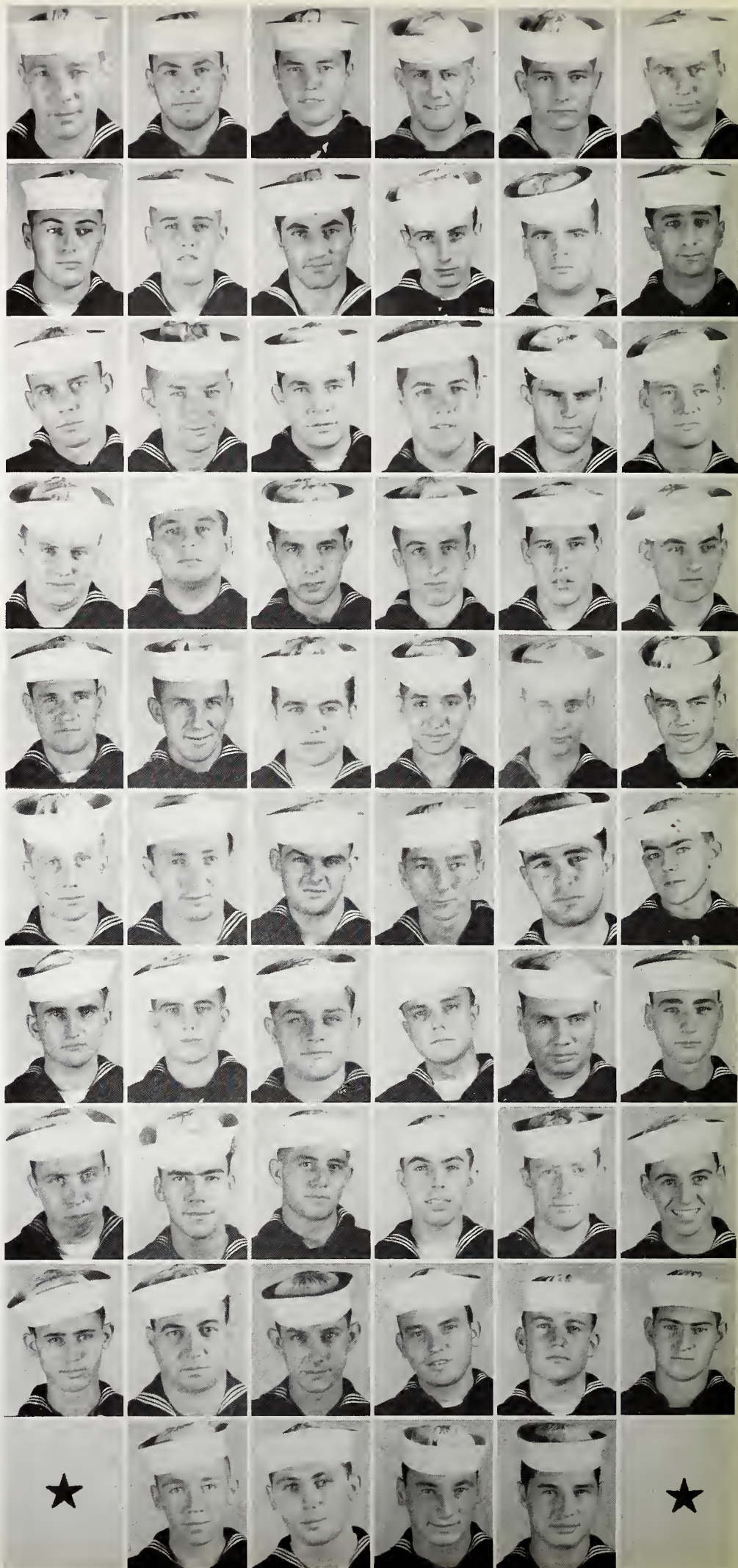
UPPFALT, R. C., S1c.
VAN VLECK, S. L., S1c.
VAUGHN, G. G., TM3c.
WALROND, K. P., TM3c.
WALSH, T. P., S1c.
WEAVER, F. V., S1c.

Ninth Row:

WHITE, R. K., S1c.
WHITFIELD, H. (n), TM3c.
WILLIAMS, L. H., S2c.
WILLIAMS, N. H., S1c.
WINTERS, H. E., S2c.
WOLF, L. G., S1c.

Tenth Row:

WOLTER, L. H., S1c.
WRYE, W. E., S2c.
YURICK, J. J., S2c.
ZAHARICK, J., S1c.





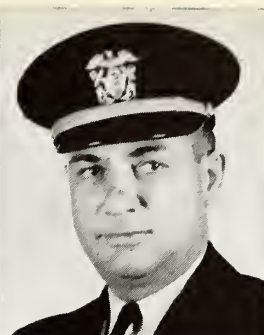
FRANCIS L. BRANNIGAN
Lieutenant
Instructor
New York, N. Y.



GEORGE H. SHERWOOD
Lieutenant
Instructor
Boston, Mass.



JOSEPH F. MORRIS
Lieutenant
Instructor
Charlotte, N. C.



LLOYD G. HART
Lieutenant (jg)
Instructor
Detroit, Mich.



FIRE FIGHTERS' SCHOOL



First Row:

ALEXANDER, J. E., Sp(F)1c.
COSTA, E. J., Sp(F)1c.
DeWATERS, W. H., Sp(F)1c.
ESLER, W. G., Sp(F)1c.

Second Row:

FIEBRICK, H. E., Sp(F)1c.
GLEMING, H. E., Sp(F)1c.
HANBURY, E. H., Sp(F)1c.
HICKS, D. L., Sp(F)1c.
O'CONNOR, J. T., Sp(F)1c.
JACOBS, V. G., Sp(F)2c.

Third Row:

JORDAN, N. J., Sp(F)2c.
KOPF, H. A., Sp(F)2c.
MATTHEWS, R. W., Sp(F)2c.
MURDOCH, J. M., Sp(F)2c.
MUTCHLER, T., Sp(F)2c.
NICE, J. N., Sp(F)2c.

Fourth Row:

PARTIN, J. E., Sp(F)2c.
ROBINSON, C., Sp(F)2c.
ROBINSON, D. R., Sp(F)2c.
SAWICKI, S. J., Sp(F)2c.
SAYLES, E. J., Sp(F)2c.
TOMPKINS, C. W., Sp(F)2c.

Fifth Row:

WEBER, J. L., Sp(F)2c.
WRIGHT, T. G., Sp(F)3c.
ZIEGLER, O. S., Sp(F)2c.
AHERNS, R., Sp(F)3c.
CALLAHAN, J. T., Sp(F)3c.
CASTANIAN, L. C., MoMM3c.

Sixth Row:

CURRY, J. J., Sp(F)3c.
DANIELSEN, J. T., Sp(F)3c.
DAWSEY, R. A., Sp(F)3c.
DESSOFFY, E., Sp(F)3c.
DIETERICK, D. A., Y3c.
GOODWIN, K. H., Sp(F)3c.

Seventh Row:

HUGHES, D., EM3c.
INLOW, D. L., Sp(F)3c.
McGANN, F. T., MM3c.
MORGAN, R. T., Sp(F)3c.
PRECHTEL, W., Sp(F)3c.
RILEY, F., MM3c.

Eighth Row:

VAN ALMEN, R. G., Sp(F)3c.
WAGNER, W. B., Sp(F)3c.
BIROSAK, M. A., S1c.
PRESLER, A. K., S1c.

A. G. COSTA
CSp(F)

A. J. KORBUL
CSp(F)



SHIP'S COOKS AND BAKERS SCHOOL

First Row:

SETTERBERG, M. S., BM1c.
SCHUBERT, R. J., SK1c.
ROESEL, H. L., Bkr3c.
ADAMS, B., S1c.
ALEXANDER, W. J., S1c.

Second Row:

ANDERSON, R. C., S1c.
BARRS, D., S1c.
BENNETT, C. R., S1c.
BORGATTI, L. H., S1c.
BUCHHOLZ, H., S1c.
CASUCCI, A. V., S2c.

Third Row:

COOKSEY, H. D., SC2c.
COVER, R. H., S1c.
EMBREY, L. R., SC2c.
FAEHNER, H., S1c.
FINDEISEN, E. O., S1c.
FLEISCHHAUER, W., S1c.

Fourth Row:

GANT, A. M., SC3c.
GETTLE, W. G., S2c.
HARDING, F. H., SC3c.
HARTLEY, C., S2c.
HASKA, E., S1c.
HOLCOMB, E. J., SC3c.

Fifth Row:

KADATZ, F. W., S2c.
LARSON, R. E., S1c.
MANAUGH, R. H., SC2c.
MAPSON, J. C., S2c.
MAXWELL, R. G., S1c.
MEACHAM, C. C., SC2c.

Sixth Row:

MOONEY, R. W., SC2c.
MORIN, J. A. W., S1c.
NORDMAN, V. L., SC2c.
O'DONALD, T. D., S2c.
OSBORNE, J. W., S1c.
PARKINSON, M. L., SC2c.

Seventh Row:

PESSEFALL, C. A., S1c.
PIERCE, H. W., S1c.
POLNASEK, C. B., S2c.
REINHARDT, R. K., S2c.
REYNOLDS, F. H., SC3c.
RITZO, J. S., S2c.

Eighth Row:

RIVERA, C., S1c.
ROBERTS, B., SC3c.
ROGACS, G. C., S1c.
SALTER, L. F., S1c.
SAVITTIERI, G., S1c.
STAHL, T. L., S2c.

Ninth Row:

WALTERS, F. W., SC2c.
WATERMAN, J. O., SC3c.
WILLIAMS, F., SC2c.
WOOD, J. E., Jr., SC2c.

R. N. EVANS
CCStd

W. H. YOUNG
CCStd





RADAR OPERATORS' SCHOOL

Virginia Beach, Virginia





RADAR OPERATORS' SCHOOL

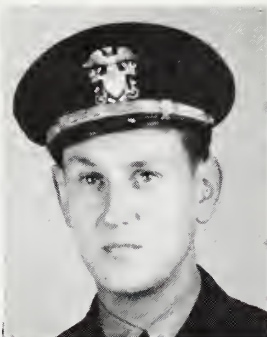
Staff



FRANCIS E. FITCH
Commander, USN (Ret.)
Officer-in-Charge



ADRIAN COMBS
Lieutenant
Assistant Division A Officer
Ary, Ky.



JOHN R. HAEGER
Lieutenant
Assistant Officer-in-Charge
of School
Miami, Fla.



RUSSELL M. HAGLUND
Lieutenant
Assistant Division B Officer
Denver, Colo.



ALAN F. KLINE
Lieutenant
Supply and
Disbursing Officer
New York, N. Y.



FRANK "D" MEDD
Lieutenant Division A Officer
West Union, Iowa



JOHN H. THOMAS
Lieutenant
Superintendent of Operational
Training



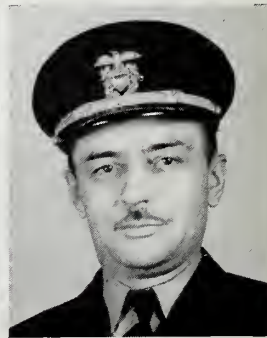
THEODORE G. SCHMIDT
Lieutenant
Administrative Assistant
Cincinnati, Ohio



BENSON H. BELL
Lieutenant (jg)
Personnel Officer
Atlanta, Ga.



JOHN E. HASKIN
Lieutenant (jg)
Instructor
Danville, Ky.



EDGAR J. SCHRADLE
Lieutenant (jg)
Refresher Training Officer
Albert Lea, Minn.



ALVIS A. ATTAWAY
Ensign
Division C Officer
Flint, Mich.



CHARLES E. BOWERMAN
Ensign
Assistant Personnel Officer
Alliance, Ohio



OLIVE F. EGAN
Ensign
Assistant Disbursing Officer
San Francisco, Calif.



ROBERT C. DAVIS
Chief Machinist
Engineering Officer
Lott, Tex.





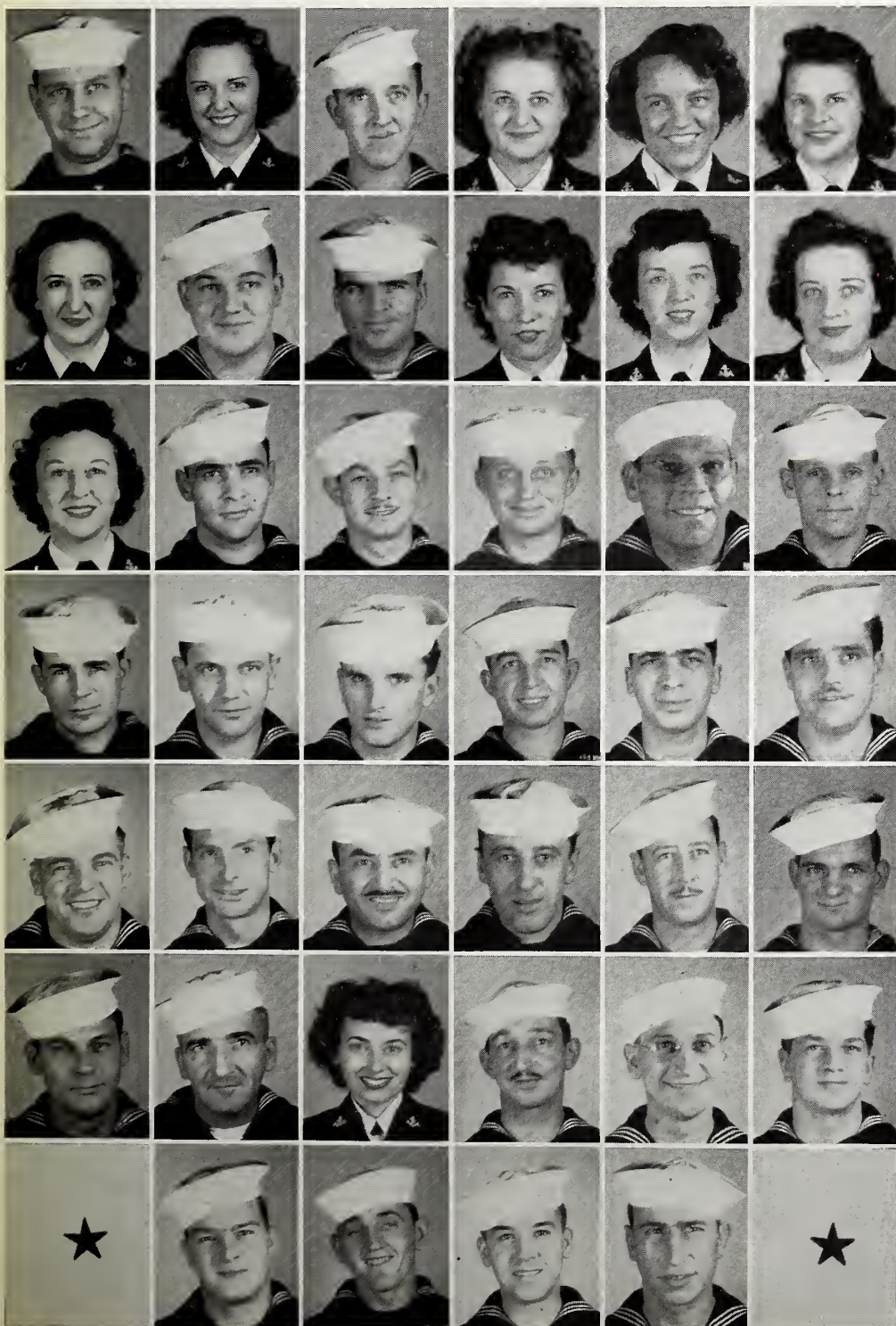
B. C. PAYNE
CY
Communication
Department Yeoman

J. E. DUNN
CBM
Maintenance Department
Police Petty Officer

R. TURNER
CMM
Maintenance Department
Machinist's Mate

R. B. SADORHF
CSK(AA)(T)
Supply Department
Storekeeper

SHIP'S COMPANY



First Row: COMMUNICATION DEPARTMENT Yeomen

HEIMSATH, R. Y., Y1c.
KNAPP, T. S., Y2c.
McDOWELL, J. A., Y2c.
FRIEND, A. E., Y3c.
JENSEN, W., Y3c.
MOIR, D. M., Y3c.

Second Row:

WILLIAMS, F. S., Y3c.

Mail Clerks

NOTESTINE, F. L., MaM1c.
MAYO, L. M., MaM3c.

Telephone Operators

KENNEDY, Z. D., Sp(X)3c.
FLEMING, A. M., S1c.
O'HARE, A. E., S1c.

Third Row:

OTTO, M. E., S1c.

MAINTENANCE DEPARTMENT Ship Fitters

BROUSSARD, G. J., SF3c.
FOCHT, R. B., SF3c.
MALTZAN, W., SF3c.

Carpenters

PURINTON, W. W., CM1c.
RAWSON, W. A., CM2c.

Fourth Row:

GARBINSKI, J. S., CM3c.
McGINNESS, R. D., S1c(CM).
MUNIZ, J. J., S1c(CM).

Police Petty Officers

LEWIS, G. E., BM1c.
DONDERO, P. P., Cox.
PIZZOLA, M. T., Cox.

Fifth Row:

CHARBONNIER, J. D., S1c.

Painters

MURPHY, R. J., Ptr3c.
BOXMAN, F., S1c(Ptr)

Motor Machinist's Mate

PRELOMEK, J. R., MoMM2c.

Drivers

BURNHAM, F. E., S1c.
LOWE, W. B., S1c.

Sixth Row:

BABER, R. W., Sr., S2c.
BUSHLEY, D. M. N., S2c.

Transportation Reports

HENDERSON, L. L., S1c.

Deck Force

BAUER, W. H., S1c.
BETCHER, A. J., S1c.
BLANCHARD, W. D., S1c.

Seventh Row:

BOEVE, L. S., S1c.
BOUNCE, J. J., S1c.
BOWDEN, W. C., S1c.
CARAVELLO, V. J., S1c.

SHIP'S COMPANY



First Row:

CICIORA, J. A., S1c.
COON, C. E., S1c.
DAHME, E. J., S1c.
DeBENEDETTO, E., S1c.
DERFLER, C. E., S1c.

Second Row:

ESTABROOK, A. E., Jr., S1c.
JOHNSON, I. L., S1c.
KIRKPATRICK, M. D., S1c.
KUNIC, J. R., S1c.
THROWER, E. G., S1c.
SEA, W., S2c.

Third Row:

Machinist's Mates
LOMBARDI, H. H., MM1c.
BROSCOE, E. W., MMS3c.

Water Tenders
DICKINSON, W. A., WT1c.
FREDENBURG, T. T., WT1c.

Electrician's Mates
STANLEY, R. J., EM1c.
POTTER, H. D., EM2c.

Fourth Row:

HAWKINS, J., Jr., EM3c.

Firemen
KENNEY, R. H., F1c.
KEPPEN, A. G., F1c.
POSEY, H. C., F1c.
RANICKE, A. D., F1c.
SCHETZ, J. H., F1c.

Fifth Row:

SUPPLY DEPARTMENT

Storekeepers
BOBER, A. P., SK2c.
DIFFLEY, J. E., SK2c.
FOYT, P. M., SK2c.
McHARGUE, G. M., SK2c.
ALEXANDER, F. A., Sr., SK3c.
O'NEIL, V. M., SK3c.

Sixth Row:

PHILLIPS, N., SK3c.
REIST, A. M., SK3c.

Ship's Cooks

NOONAN, M. A., SC2c.
STOWE, E. C., SC2c.
WALKER, N. B., SC2c.
PIERRO, S. J., SC3c.

Seventh Row:

TATUM, M., S2c(SC)

Bakers
PATACCOLI, L., Bkr1c.
FORRISTAL, J. J., Bkr2c.
RIEDINGER, L. A., Bkr2c.
CIAVATTA, A. R., Bkr3c.
ODUM, D. A., Bkr3c.

Eighth Row:

SPANGLER, J. F., Bkr3c.

Mess Cooks
BONAVITACOLA, A. E., S1c.
BORGOLA, F. C., S1c.
BROWN, E. L., S1c.
CAPACIO, A. J., S1c.
CZAJA, W. J., S1c.

Ninth Row:

STONE, J. D., S1c.
SUITS, J. B., S1c.
THROCKMORTON, L. F., S1c.
JONES, R. L., S2c.
TARLTON, J. V., S2c.
TAYLOR, D., S2c.

Tenth Row:

TAYLOR, G., S2c.

SHIP'S SERVICE DEPARTMENT

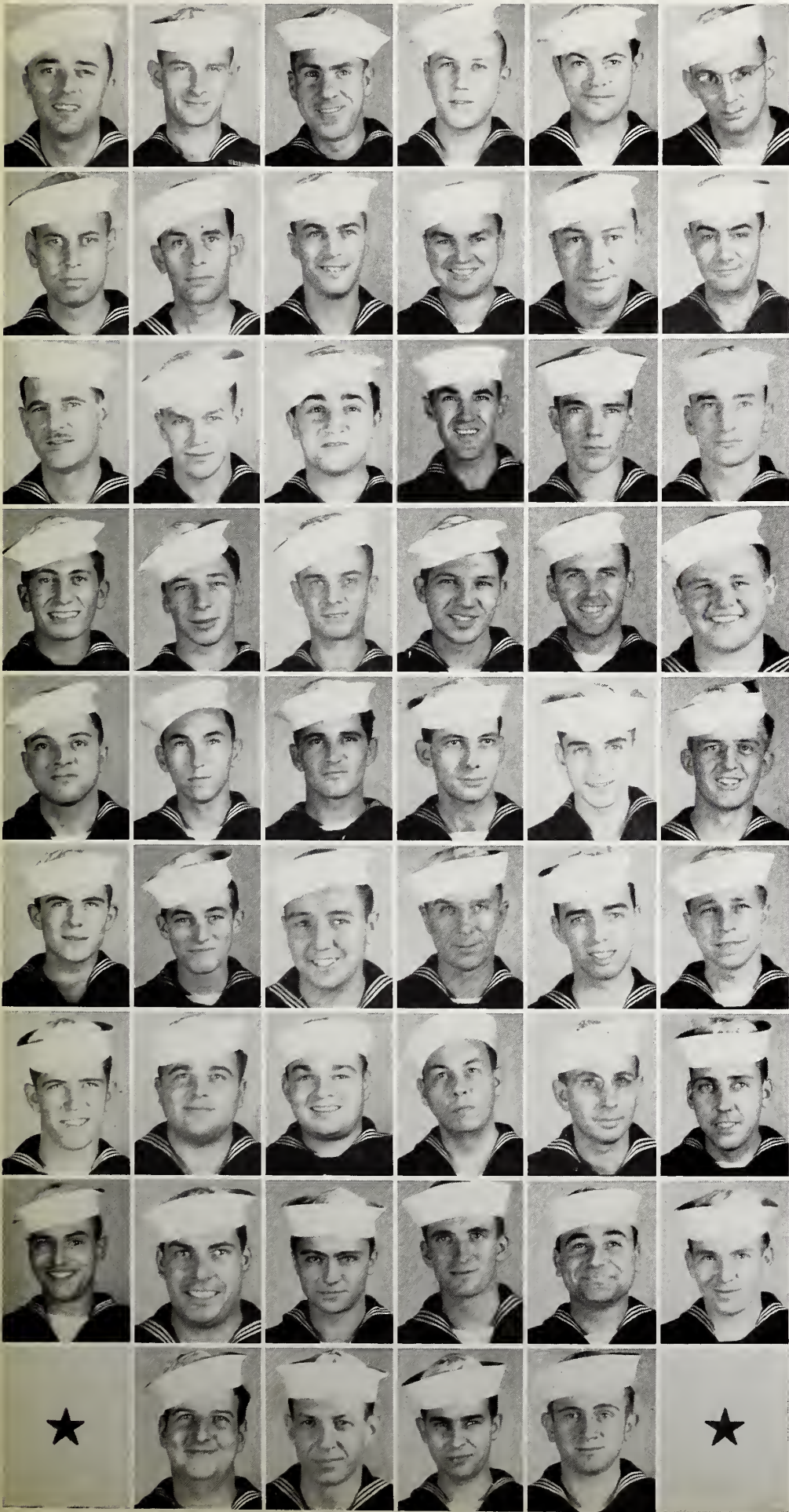
Laundryman
CORPREW, J. E., SSML3c.

Tailor
GALIGER, W. L., S1c.

Barber
CARLISLE, F. E., S1c.



INSTRUCTOR DEPARTMENT



First Row:

A DIVISION

De KORT, E. J., RdM2c.
 MASONER, J. B., RdM2c.
 MORTON, R. E., RdM2c.
 KENWRIGHT, N. S., RdM3c.
 PLATT, F. B., Jr., RdM3c.
 ECHELBERGER, W. E., S1c(RdM)

Second Row:

HAYES, K. M., S1c(RdM)
 JUDY, F. O., S1c(RdM)
 LUCE, A. W., Jr., S1c(RdM)
 McLENNEN, W. B., S1c(RdM)
 SMITH, J. A. R., S1c(RdM)
 SMITH, W. M., S1c(RdM)

Third Row:

SMUCK, C. E., S1c(RdM)
 WORRALL, V. T., Jr., S1c(RdM)

STUDENTS

KIERNAN, W. J., S1c.
 WARD, R. L., S1c(RdM)
 BARTFAI, W. J., S2c.
 BECKLEY, L. A., S2c.

Fourth Row:

BENEDETTI, D., S2c.
 BENNETT, H. L., S2c.
 BRYANT, S. B., S2c.
 CHAMBERLESS, R. J., S2c.
 CHAPLIN, E. R., S2c.
 CIBULA, G. J., S2c.

Fifth Row:

CODUTO, A. C., S2c.
 COLVARD, S. B., S2c.
 COOK, J. L., S2c.
 DONALDSON, E. W., S2c.
 DOUGHTY, J. P., S2c.
 FEE, P. G., S2c.

Sixth Row:

GRAY, G. R., S2c.
 HILL, W. E., S2c.
 KNIGHT, J. C., S2c.
 McCORTON, F. L., S2c.
 MULLIN, F. M., S2c(RdM)
 OLSON, J. B., S2c.

Seventh Row:

RAINS, L. G., S2c.
 RAWLS, A. L., S2c.
 REED, W. L., S2c.
 REUMAN, C. H., S2c.
 RIGGINS, N. W., S2c.
 RODBERG, O. O., S2c.

Eighth Row:

SCHLEER, L. W., S2c.
 SHARP, N. A., S2c.
 STAVELY, J. E., S2c.
 STEPHENSON, M. I., S2c.
 STEVENS, L. T., S2c.
 TANNER, T. W., S2c.

Ninth Row:

THOMAS, F. W., S2c.
 TORBETT, T. J., S2c.
 WELLER, R. M., S2c.
 ZIMMERMANN, D. D., S2c.

INSTRUCTOR DEPARTMENT



First Row:

B DIVISION

CONROY, J. M., RdM2c.
KNOFERL, L. C., RdM3c.
HARRIS, J. T., S1c(RdM).
TAYLOR, C. E., S1c(RdM).
VAUGHAN, J. K., S1c(RdM).

Second Row:

STUDENTS

SCHULTZ, H. L., RdM3c.
ANDERSON, P. W., S2c.
BALTZELL, P. F., S2c.
BARNES, H. G., Jr., S2c(RdM)
BELT, N. E., S2c.

Third Row:

BURNS, W. J., S2c.
CHANSLER, R. C., S2c.
CIBULKA, R. A., S2c.
COUSINS, A. R., S2c.
DAVIS, M. M., S2c.

Fourth Row:

GOODWIN, D. H., S2c(RdM).
HART, H. G., S2c.
HITE, W. H., S2c.
HURLEY, W. E., S2c.
INTROINI, D. J., S2c.

Fifth Row:

KELECABA, L. J., S2c.
MAHON, J., S2c.
MATTER, J., S2c.
NEFF, J. E., Jr., S2c.
PARSONS, P., S2c.

Sixth Row:

SCHECK, F., S2c.
SPANG, J., S2c.
WILLETT, J. L., S2c.

Seventh Row:

MATERIEL DIVISION

DERBAK, S., CRT.
MEIER, R. W., CRT.
SNYDER, R. L., CRT.
BOWEN, D. E., RT1c.
GACEK, T. E., RT1c.
McCANN, L. J., RT1c.

Eighth Row:

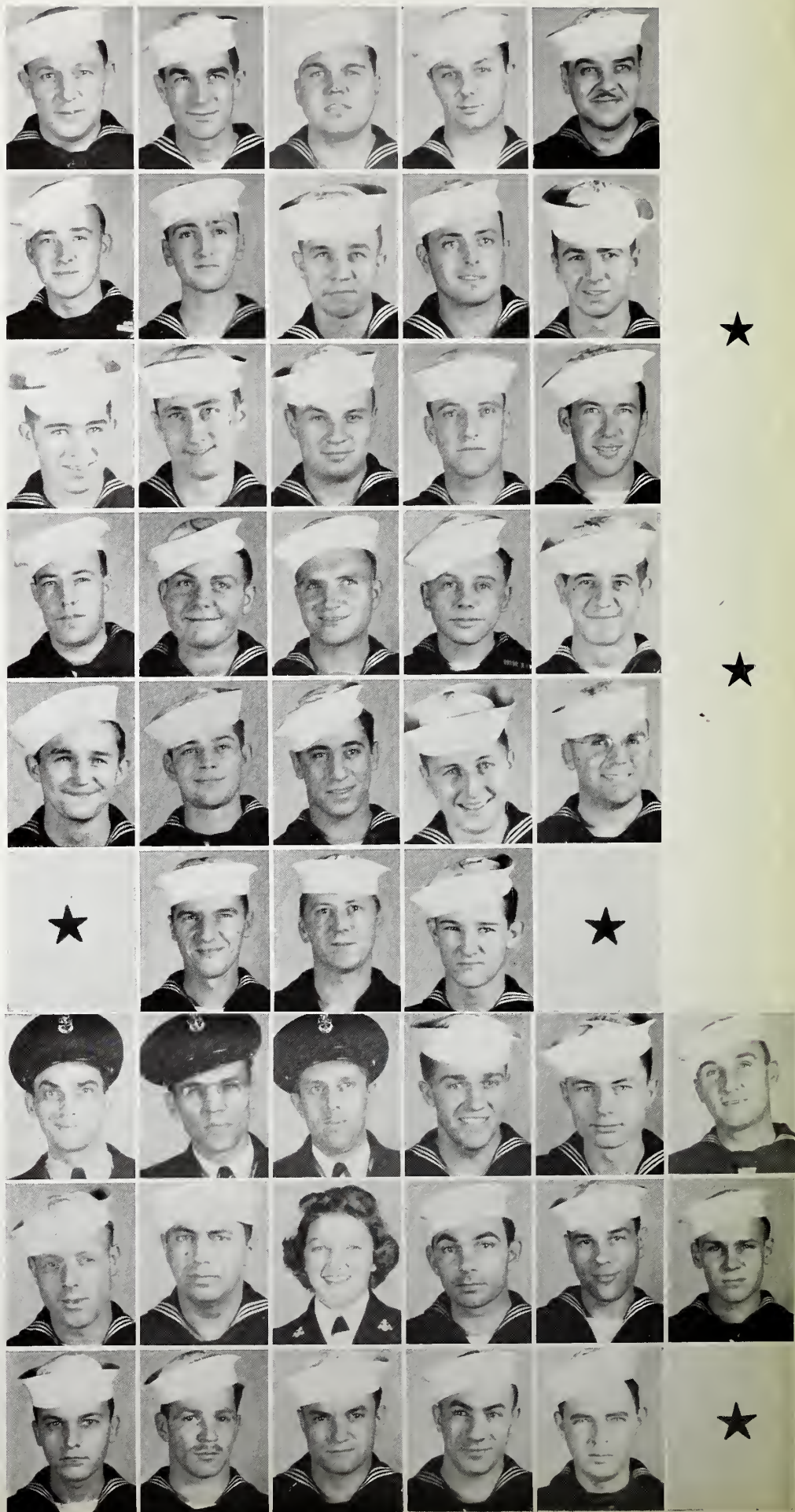
PHILBIN, M. P., RT1c.
VAN ARTSDALEN, J., RT1c.
TURLEY, I. B., S1c.

STUDENTS

GRAHAM, H. W., S1c(RdM).
LIPPINCOTT, C. E., S1c(RdM).
BEAN, P. S., S2c(RdM).

Ninth Row:

CROPP, G. M., Jr., S2c(RdM).
ELLIS, W. A., S2c(RdM).
HAMPTON, R., S2c(RdM).
OTTAVIANO, J. E., S2c(RdM).
REID, S. W., S2c(RdM).





INSTRUCTOR DEPARTMENT



First Row:

C DIVISION

SENER, W. A., RdM2c.
EDDY, W. A., RdM3c.
NICHOLS, R. W., RdM3c.
ADAMS, W. H., S1c(RdM).
CARLTON, W. H., Sr., S1c(RdM).
LORD, R. P., S1c, RdM).

Second Row:

McFARLAND, D. C., S1c(RdM).
RUPP, H. P., S1c(RdM).
RUTHERFORD, C. P., S1c(RdM).
WETHERILL, W. H., S1c(RdM).
SAKOLSKY, D., S2c(RdM).

STUDENTS

APTER, A. S., S2c.

Third Row:

BOMMER, D. E., S2c.
BOWERS, C. Z., S2c.
BOYETTE, E. W., Jr., S2c.
BUNGI, J. V., S2c.
CAMPBELL, A. C., S2c.
CARLTON, A. Y., S2c.

Fourth Row:

CARSWELL, L. C., S2c.
CASEY, B. J., S2c.
CLARK, H. F., S2c.
CLARKE, R. F., S2c.
COLBURN, L. W., S2c.
CROWLEY, J. R., S2c.

Fifth Row:

DAVIS, A. G., Jr., S2c.
DAVIS, J. W., S2c.
ENLOE, C. A., S2c.
FELDT, W. S., S2c.
GALLOWAY, V. R., S2c.
GARDNER, J. D., S2c.

Sixth Row:

GILLEN, B. J., S2c.
GORDON, H. H., S2c.
GREEN, N. H., S2c.
HAMMONDS, O., S2c.
HARRIS, C. S., S2c.
HARRISON, J. P., S2c.

Seventh Row:

HEINTZ, F. L., Jr., S2c.
HOLCOMBE, M. D., S2c.
HOWELL, H., S2c.
IFFERT, C. E., S2c.
JAVO, G. N., S2c.
JORDAN, J., S2c.

Eighth Row:

LAMBLE, R. A., Jr., S2c.
LARSON, I. T., S2c.
LeCLAIR, R. V., S2c.
LILLY, C. L., S2c.
MAJOR, O. F., S2c.
MAYHUGH, L. C., S2c.

Ninth Row:

McCORMICK, S. C., S2c.
MOON, A. R., S2c.
O'NEILL, J. E., S2c.
PFEFFER, D. C., S2c.
PRICE, P. E., S2c.
STANLEY, A. L., S2c.

Tenth Row:

TITUS, J. B., S2c.
TORRENCE, D. G., S2c.
TRAVIS, E. P., S2c(RdM).
TUTHILL, B. E., S2c.
USHER, J. W., S2c.
WALLER, G. C., S2c.
WARD, G. H., S2c.
WHITE, G. A., S2c.
WILLHIDE, W. A., S2c.



INSTRUCTOR DEPARTMENT



First Row:

Z DIVISION

CASSIDY, R. F., RdM2c.
SCHWEICKERT, K. R., RdM2c.
SZOZDA, E. T., RdM2c.
WATSON, P. P., Jr., RdM2c.
BIVENS, H. M., RdM3c.

Second Row:

LOIACONO, A., RdM3c.
HENDLEY, E. L., S1c(RdM).
KEY, C. E., S2c(RdM).

Third Row:

T DIVISION

HAMREN, E. W., RT1c.
SPRAGUE, E. T., RT1c.

STUDENTS

BACH, M. L., S1c.
CHATHAMS, R. D., S1c.
GHERARDI, J. M., S1c.
LaRUE, E. G., S1c.

Fourth Row:

LOVE, R. H., S1c.
O'NEIL, J. W., Sr., S1c.
TWEITMEYER, H. T., S1c.
ZOLADZ, M. P., S1c.
AKERLIND, J. L., S2c.
ALBRIGHT, J. C., S2c.

Fifth Row:

AMARAL, A. R., Jr., S2c.
BISSANTI, A. E., S2c.
BOWIE, T. J., S2c.
BRADLEY, H. J., S2c.
BRENTSON, B. R., S2c.

Sixth Row:

BYWATER, G., S2c.
CHAMPAGNE, G., S2c.
CHASON, W. A., S2c.
CLIVE, R. E., S2c.
COOKE, J. B., S2c.
CUNNINGHAM, P. J., S2c.

Seventh Row:

DAVIS, B. T., S2c.
BIBBLE, S., S2c.
DOWNEY, J. J., S2c.
BRISKELL, R. E., S2c.
DUFLOCQ, R. E., S2c.
EARLY, R. R., S2c.

Eighth Row:

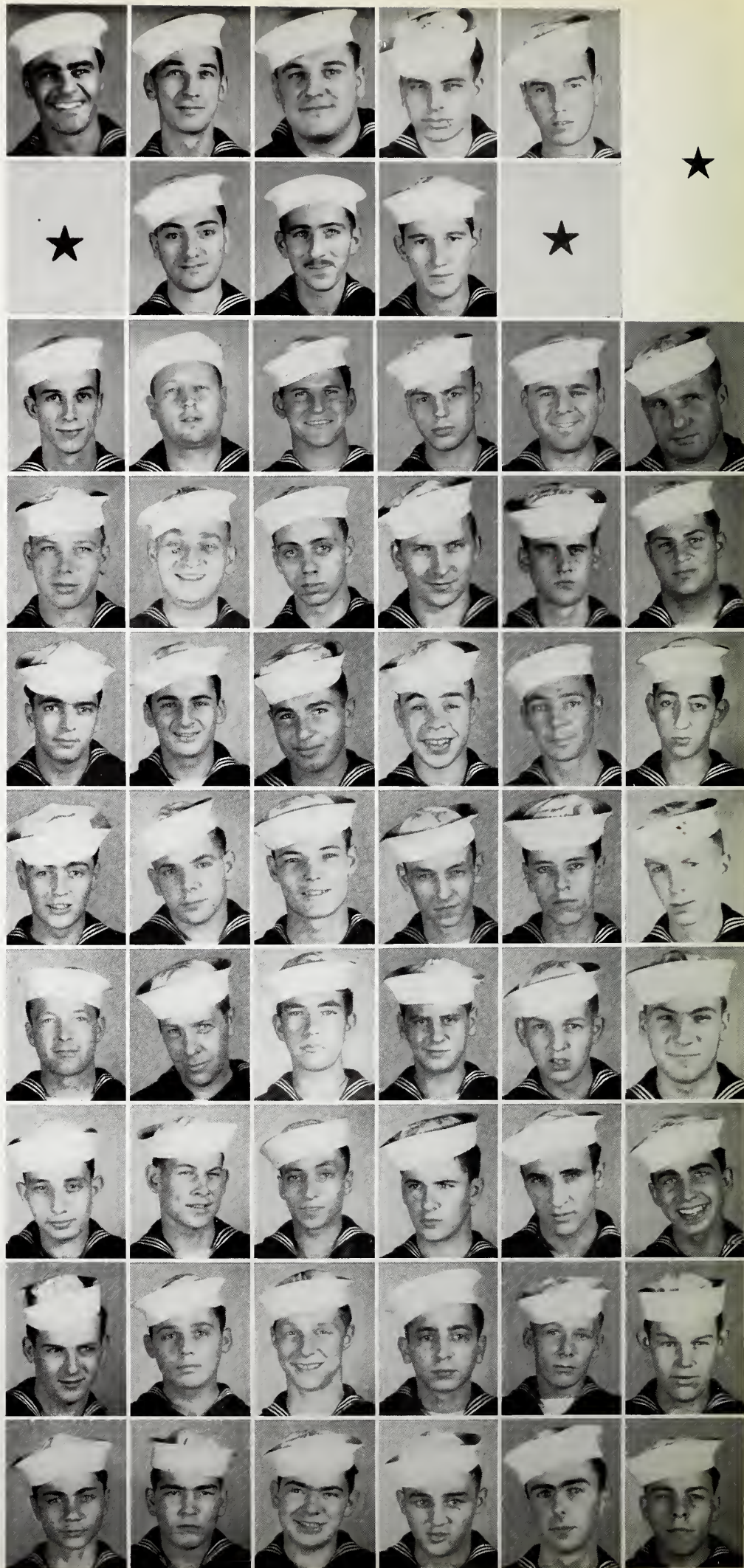
EISENBERG, P. E., S2c.
ELLIS, J. B., Jr., S2c.
EPSTEIN, G., S2c.
EWING, J. H., S2c.
FANARA, N., S2c.
FEROLETO, G. J., S2c.

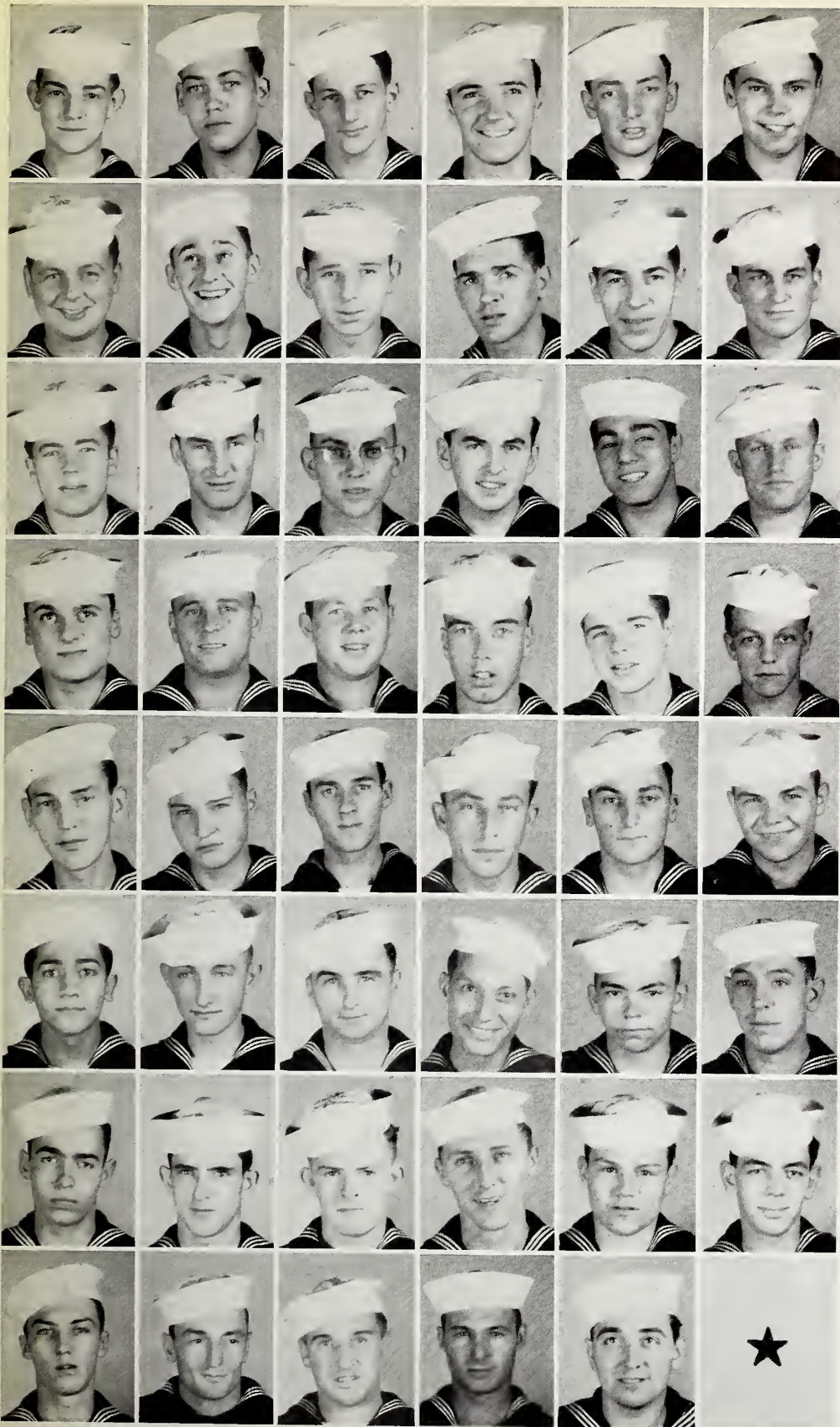
Ninth Row:

FLYNN, J. J., S2c.
FRANZI, A. H., S2c.
FUCHS, L. G., Jr., S2c.
GAMUNDI, R. F., S2c.
GEORGE, T. B., S2c.
GUSTAFSON, D. C., S2c.

Tenth Row:

HANIFIN, J. C., S2c.
HART, N. C., S2c.
HASTINGS, L. S., Jr., S2c.
HELD, K. R., S2c.
HENERY, H. J., S2c.
HILL, M. D., S2c.





INSTRUCTOR DEPARTMENT

STUDENTS

First Row:

HOLTZ, F. D., S2c.
HUMPHREY, D. K., S2c.
JAFKE, A., S2c.
JOHNSON, K. G., S2c.
JONES, A. P., S2c.
JORGENSEN, G., S2c.

Second Row:

KELLER, J. D., S2c.
KELLER, J. M., S2c.
KIN M., S2c.
KINNER, R. E., S2c.
LASCALA, J. E., S2c.
LAVOIE, R. J., S2c.

Third Row:

LONGWORTH, J. E., Jr., S2c.
LYNCH, W. D., S2c.
MARTIN, W. R., S2c.
McLAUGHLIN, J. J., S2c.
MIHALAKOS, G. P., S2c.
MILLER, H. H., S2c.

Fourth Row:

NATALIE, D. J., S2c.
NORRIS, J. C., S2c.
OBRIEN, J. J., S2c.
OBRIEN, J., S2c.
O'DAY, C. H., Jr., S2c.
O'REILLY, T. P., S2c.

Fifth Row:

O'SHEA, E. G., S2c.
OVERFIELD, J. W., Jr., S2c.
PAGE, A. R., Jr., S2c.
PEDRICK, W. K., S2c.
PICKER, D. J., S2c.
PILAT, S., S2c.

Sixth Row:

RAMIREZ, E. G., S2c.
RAYNOR, L. S., S2c.
REILLY, J. J., S2c.
ROBERTS, W. C., S2c.
ROSENBAUM, R., S2c.
RUE, J. F., Jr., S2c.

Seventh Row:

SANDERS, C. B., S2c.
SINBACK, G. A., S2c.
STANSELL, R. L., S2c.
THOMPSON, C. A., S2c.
TIMLIN, R. V., S2c.
TIMMONS, W. C., III, S2c.

Eighth Row:

TORMEY, T. F., S2c.
TUCKER, J. R., S2c.
WASELL, C. F., S2c.
WEST, J. L., Sr., S2c.
WHALEN, F. J., S2c.

COMMISSARY STORE



S. R. WEAVER
CCS
Storekeeper



E. J. FESLER
SK3c



B. M. IRISH
SK3c



B. C. MOORE
S1c



INSTRUCTOR DEPARTMENT



First Row:

P DIVISION

AMOS, T. A., RdM2c.
BERRY, K. W., RdM2c.
DeBORDENAVE, J. F., RdM2c.
DUCLOS, E. C., RdM2c.
FRANCESCONI, T. A., RdM2c.

Second Row:

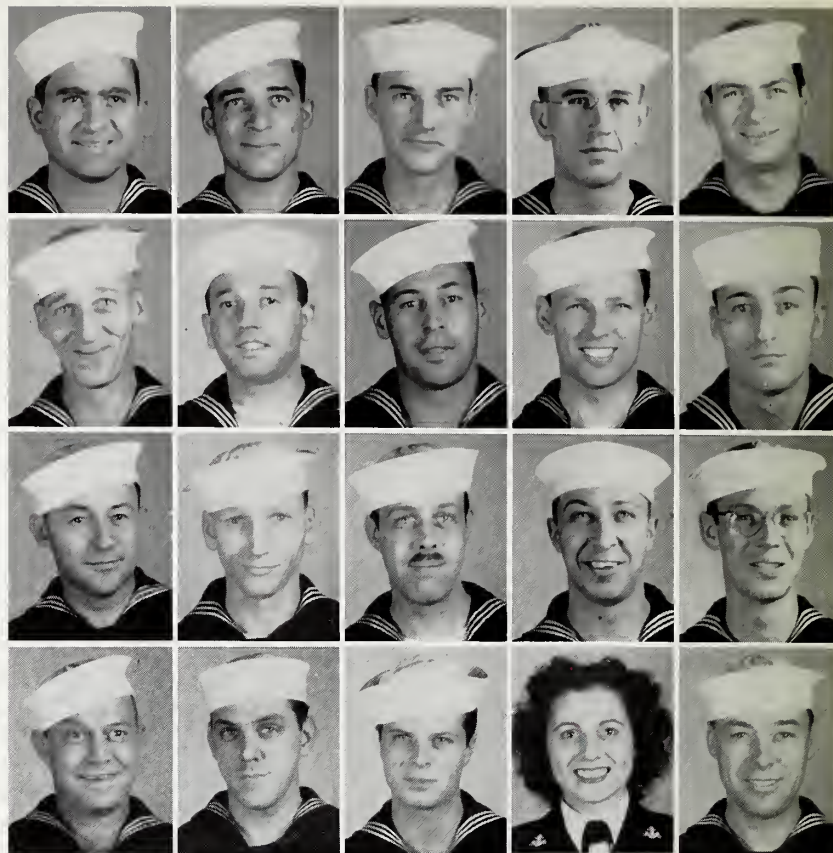
BROADWELL, W. D., RdM3c.
KAUFER, E., RdM3c.
KOWALSKI, L. J., RdM3c.
McCLEARY, J. A., RdM3c.
RYAN, G. A., RdM3c.

Third Row:

TOLOTTI, H. A., RdM3c.
VANDER HYDE, V. A., RdM3c.
MOORE, R. D., S1c(RdM).
RUTHERFORD, P., Jr., S1c(RdM).
SMITH, H. L., S1c(RdM).

Fourth Row:

TANNER, K. G., S1c(RdM).
THOMPSON, H. A., Jr., S1c(RdM).
UTLEY, D. H., S1c(RdM).
WEISS, H., S1c.
WILSON, H. R., S1c(RdM).



H. O. KLOPPER
CMM

First Row:

STUDENTS

AVANS, W. C., S2c.
CAITO, F. P., S1c.
CARROLL, S. C., S1c.
CHAMBLESS, F. M., S2c.
ELLETT, W. E., S2c.

Second Row:

FREW, Thomas, S2c.
HAEFNER, W. E., S2c.
HENEALT, R. E.
HILLMAN, W. P., S2c.
JACKSON, B. W., S2c.

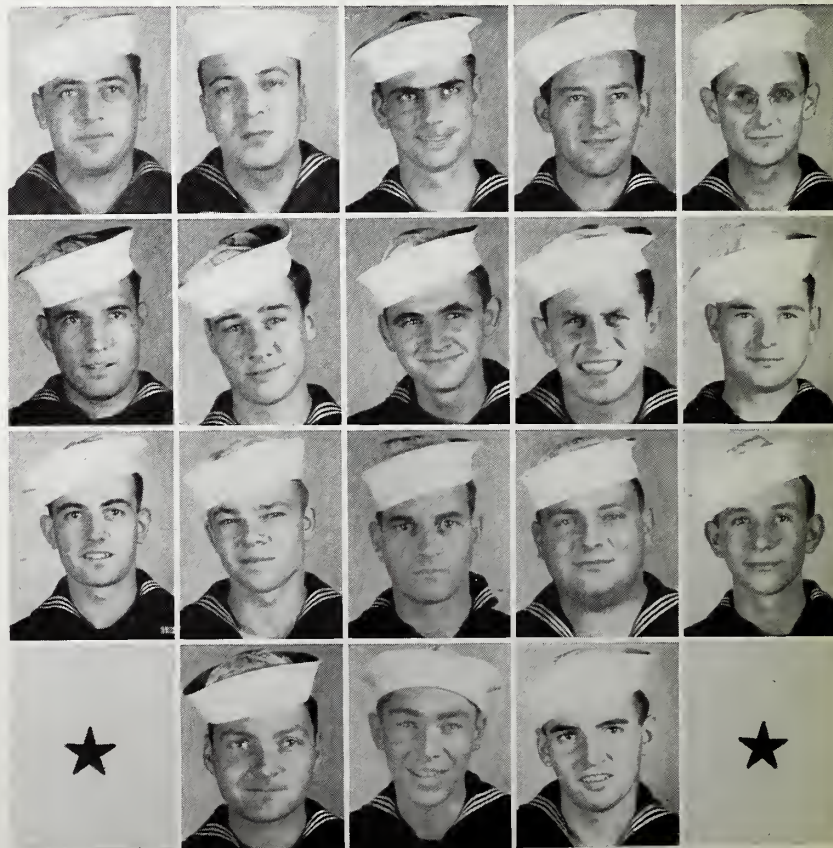
Third Row:

MURPHY, R. H., S1c.
NIGHTER, R. D., S2c.
POTTER, J. C.
POWERS, S. R., S1c.
SHOW, C. G., S2c.

Fourth Row:

SMITH, I. R., S2c.
SOSSEN, H. S.
WAGONER, H. J., S2c.

ADDITIONAL PERSONNEL





The Cavalier Golf Course

Commissioned Officers Mess, Cavalier Country Club

Dinner Hour at the Commissioned Officers' Mess.



*Walter Beckett, Golf Professional at the
Cavalier Country Club.*



M U S T E R L I S T

ABBOTT, F. L., SK3c, 111 Montclair Ave., Montclair, N. J.
 ABBOTT, W. J., CTM, 899 Pine St., Danville, Va.
 ADAMS, B., S1c, R. F. D., Chesterfield, S. C.
 ADAMS, S., MM3c, 1700 Fairlaw Ave., Dunbar, W. Va.
 AGNEW, D. F., SF2c, 7751 So. Hermitage Ave., Chicago, Ill.
 AHRENS, R., SpF3c, Queens, N. Y.
 AINSWORTH, H. J., MM2c, 135 Virginia St., El Segundo, Calif.
 AKERLIND, J. L., S2c, 201 West 88th St., New York 24, N. Y.
 AKINS, B. D., MM1c, Route 4, Tifton, Ga.
 ALBRIGHT, JAMES C., S2c, 122 E. Beaver St., Bellefonte, Pa.
 ALEXANDER, C. R., EM3c, 146-01 Hillside Ave., Jamaica, N. Y.
 ALEXANDER, F. A., SK3c, 4444 So. Campbell Ave., Chicago, Ill.
 ALEXANDER, J. E., Sp(F)1c, Barre, Vt.
 ALEXANDER, W. J., S1c, Gagetown, Mich.
 ALKINBURG, H. J., MM2c, 5 East Main St., Nelliston, N. Y.
 ALTEMUS, H. E., GM3c, 1329 Fourth St., Fairlawn, N. J.
 ALTOBELLI, T. C., S2c, 3246 W. Grenshaw St., Chicago 24, Ill.
 AMARAL, A., S1c, 623 Birch St., Fall River, Mass.
 AMARAL, A. R., Jr., S2c, 12 Chestnut St., Attleboro, Mass.
 AMOS, THOMAS A., RdM2c, 4016 N. Temple Ave., Indianapolis, Ind.
 AMUNDSEN, N. A., CRT, Chicago, Ill.
 ANDERSON, A. C., TM3c, 3562 Siskivou St., Los Angeles, Calif.
 ANDERSON, F. J., S2c, 117 S. Second St., Colwyn, Pa.
 ANDERSON, I. L., S2c, Rt. 1, Tipp City, Ohio.
 ANDERSON, P. W., S2c, 447 N. Hamilton St., Dalton, Ga.
 ANDERSON, R. C., S1c, Rt. 2, Dixonville, East Liverpool, Ohio.
 ANDERTON, ROBERT L., TM3c, 1358 Warrior Rd., Birmingham, Ala.
 ANGHILANTE, L., MM1c, 34 Dunbar St., Springfield, Mass.
 ANNESE, JOHN J., S1c, 614 Hammond St., Brookline 67, Mass.
 APTER, A. S., S2c, 627 Madison Ave., McKeesport, Pa.
 ARBOUR, F. J., S1c, 11268 Chapp, Van Dyke, Mich.
 ARIGO, C. S., MM2c, 417 East St., Baltimore, Md.
 ARMSTRONG, H. C., CTM, Fontenelle, Iowa.
 ARNES, Gordon, M2c, 609 Oak St., Wooster, Ohio.
 ARNOLD, B. E., EM1c, Rt. 3, Box 398, Port Orchard, Wash.
 ARNOLD, E. E., S1c, 3746 W. 112th St., Inglewood, Calif.
 ASHWORTH, JOE, S1c, 118 Franklin St., Bluefield, Va.
 AUSTER, M. M., S2c, 307 Second St., Lakewood, N. J.
 AUSTIN, E. J., TM3c, Guille St., Athens, Tenn.
 AVANS, W. C., S2c, Apt. 330, Box 106, Bynum, Ala.
 AVERY, E. E., GM2c, South Main St., Mt. Pleasant, Iowa.
 AYLSWORTH, D. A., S1c, 4502 White Oak Ave., Baltimore 15, Md.
 BABER, R. W., S1c, Rt. 1, Lynchburg, Va.
 BACH, M. L., S1c, 126 N. Eighth St., Allentown, Pa.
 BACON, H. R., S1c, 112 Milton St., Peoria 5, Ill.
 BAGDONAS, STANLEY, S1c, 10840 Avenue N, Chicago, Ill.
 BAILEY, C. S., M1c, 114-15 143rd St., Jamaica, N. Y.
 BAILEY, M. H., TM3c, 121 Duke St., Alexandria, Va.
 BAJEK, J. F., RDM2c, 23 Beston St., Chicopee, Mass.

BAKER, L. A., S2c, 918 Fleming St., Key West, Fla.
 BALLANCE, R. A., S2c, Wanchese, N. C.
 BALTZELL, P. F., S2c, Star Route, Sumner, Ill.
 BANFIELD, S. L., EM2c, 1909 North First St., Terre Haute, Ind.
 BANGERT, M. J., MM2c, 415 Depot St., Bridgeport, Pa.
 BANKS, L. J., RdM3c, 2204 Lamotte St., Wilmington, Del.
 BANNER, J. I., S2c, Rt. 2, Box 214, Alexandria, Va.
 BARFIELD, R. R., S1c, 2586 Autumn Ave., Memphis 12, Tenn.
 BARNES, H. G., JR., S2c, Rt. 1, Columbia, Mo.
 BARNES, K. W., PhM2c, 17 Palm St., Bangor, Me.
 BARNETT, J. L., JR., S2c, 106 Rebecca St., Kittanning, Pa.
 BARNHART, C. D., SC1c, Cropseyville, N. Y.
 BARRANCO, CHARLIE, S1c, Depot St., Grenada, Miss.
 BARRIE, C. H., S2c, Box 50, Ushers, N. Y.
 BARRS, D., S1c, Wagner, S. C.
 BARRY, R. J., MM1c, 60 Railroad Ave., Norwood, Mass.
 BARTFAL, W. J., S2c, 402 Myrtle St., Perth Amboy, N. J.
 BARTHEL, E. R., EM1c, 4923 Winneste, Cincinnati 32, Ohio.
 BARTLETT, R. C., S1c, Marysville, Wash.
 BATCHELOR, R. H., SC3c, Atlanta, Ga.
 BATES, B. R., S2c, 131 Beech St., Wilkes Barre, Pa.
 BAUER, W. H., S1c, 1624 May St., Covington, Ky.
 BAUMAN, W. S., SC2c, St. Louis, Mo.
 BAXTER, F. C., CMM, 111-B Ingram St., Benmorell, Va.
 BAXTER, W. P., RT2c, 116 Brennan St., Watsonville, Calif.
 BAYLIS, S. C., GM3c, 821 Scott St., Kulpmont, Pa.
 BAYOREK, J. G., TM3c, 2745 N. Campbell Ave., Chicago, Ill.
 BEAN, E. C., TM3c, Bethel, Me.
 BEAN, P. S., S2c, 9 Crescent Ave., Saugus, Mass.
 BEARD, G. W., TM3c, 220-A Monroe St., Roanoke Rapids, N. C.
 BECKER, B. W., EM1c, Ogden, Utah.
 BECKER, C. F., RdM2c, 112-30 203rd St., Hollis, Long Island, N. Y.
 BECKLEY, L. A., S2c, Greencastle, Ind.
 BEESLEY, J. W., GM1c, Melvern, Kan.
 BELL, D. E., S1c, 852 Honeywell Ave., Hoopston, Ill.
 BELL, R. J., EM2c, Holton, Kan.
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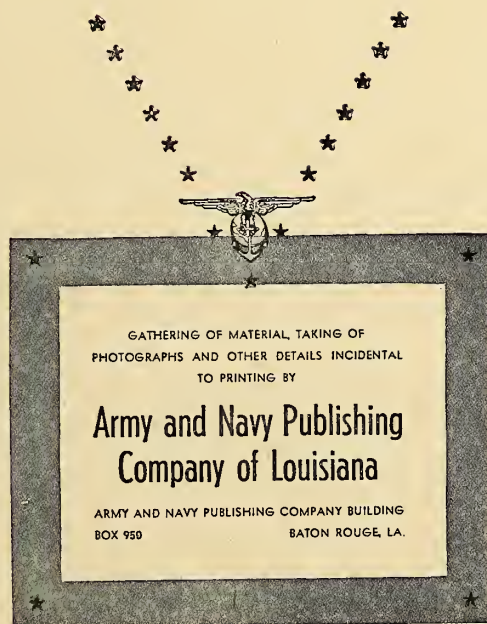
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